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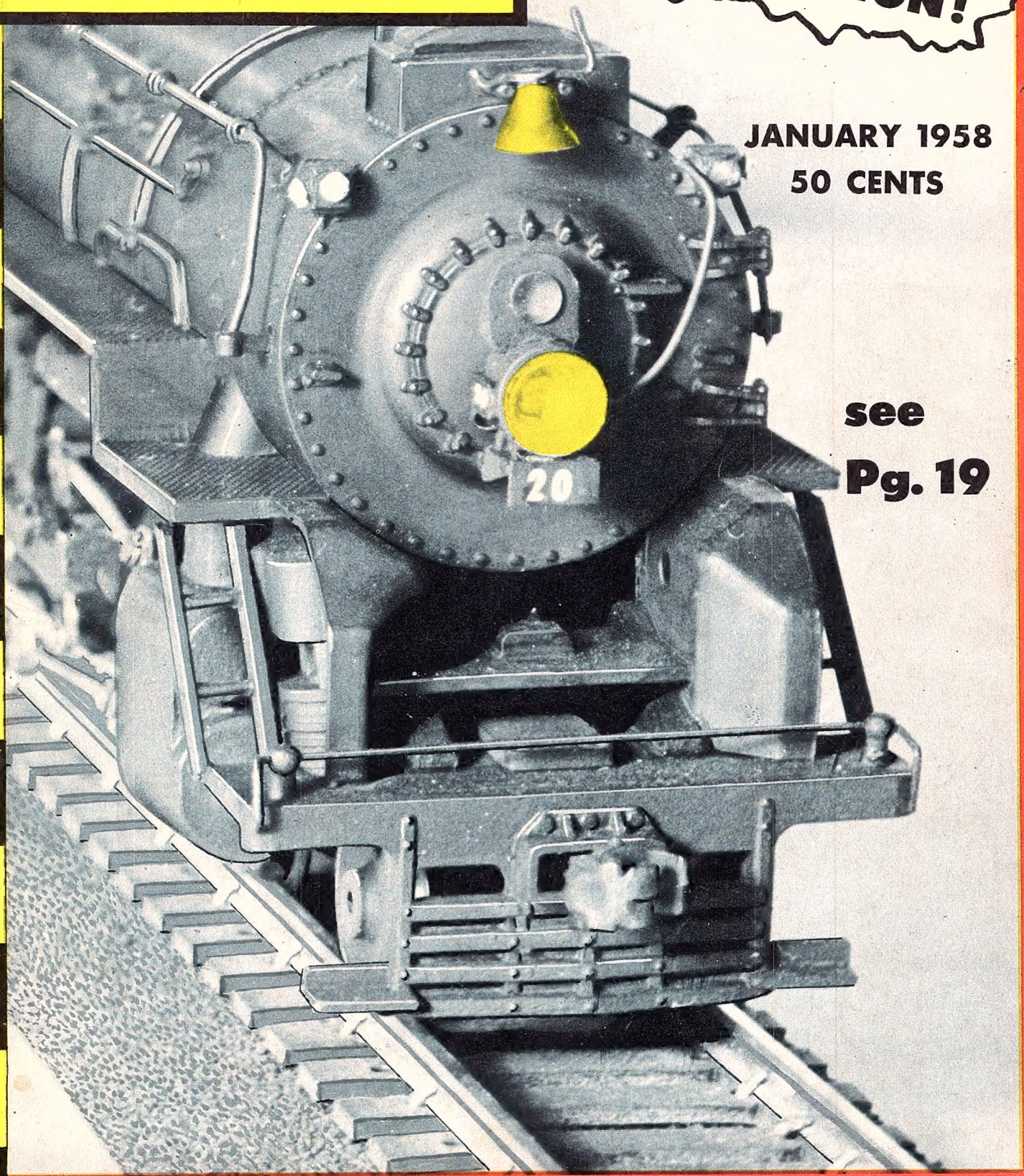

JANUARY 1958
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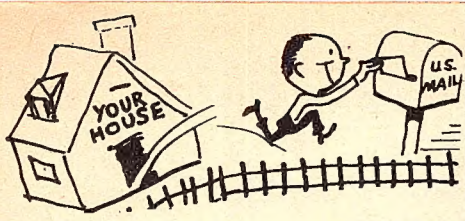

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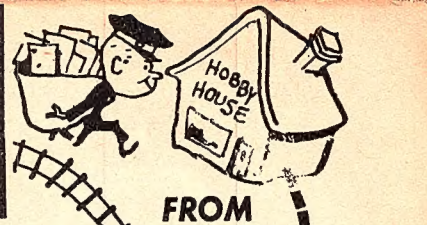

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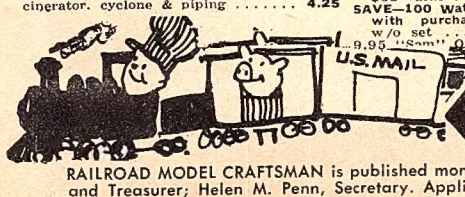

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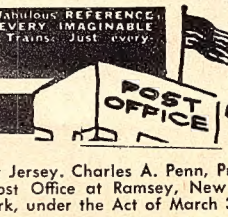

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for JANUARY 1958

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SAFETY VALVE

Glyn Lewis

Where is your monthly column by Glyn Lewis on TT gauge? Aren't you going to continue serving those of us who are not in HO?

Esther Redden
Chicago 6, Ill.

TT news appears in the Dispatcher's Column and you'll find a TT plan in the rear of this issue. Glyn Lewis is busy preparing some construction material specifically for TT but we think that the new series will also have a vastly broader appeal. RMC always has supported minority gauges and will continue to do so. Ed.

Painting It On Thick

Have just read Tim Plate's "Painting Your Models" (RMC Nov. '57). In my opinion, it is one of the best, most helpful and comprehensive pieces written on this subject. We admire Tim's constructive sincerity and frankness—a great help to the modeler—for no matter how good a paint the manufacturer tries to make . . . 'the price of being a slob is a sloppy model'—a motto every modeler should place in front of himself before starting his work.

Harald Rosenlund, Pres.
Floquil Products, Inc.

Speaking of model paints reminds us of one of our pet theories regarding model railroad paint. 95% of the model pikes we visit are of necessity located in poorly illuminated areas: basements, attics, garages, and the like. Since the light level in most cases is low, should model railroad paints be given a lighter hue so that the colors on the model would be lighter, and consequently show detail better? Actually, when you view the average prototype car, it is seen in bright sunlight at a distance and appears to be lighter than it actually is. Should model railroad paints be scaled down not only in their thickness (which has been done) but also in their degree of brightness and shading? Let's hear. Ed.

Early Bird

Really wonderful to see RMC out so early now every month. My hobby dealer gets it before anybody else around here but every time I go in, I walk out with a kit besides. Who pays for that, huh?

Les Dvorszak
Brooklyn, N. Y.

Newsstand on-sale date of RMC is now on or about the 15th of the month. Hobby shop and subscription copies will probably be received some days before. And you don't sound too mad about having to buy those kits, either! Is there a better way to spend money? Ed.

Seeing Red

I was certainly surprised by the picture on your (Nov. '57) front cover showing the Communist made Exakta camera. Why any American organization operating under free enterprise should promote a product of the Communist bloc is beyond me. I would be willing to bet that the Communists have made enough money out of the sale of cameras alone to put Sputnick up in the air. How inconsistent can we get: we blame our Government for letting the Communists get ahead of us and all the time we have been helping them out by buying their merchandise.

I know that there are many people who own these cameras who do not know where they are made. Some of these people are very disappointed when they find out, others don't care. The Exakta is made in Dresden, a city taken over by the Communists in 1945

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Gilbert Set 320 Shown $42.50

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ALCO DIESEL FREIGHT (325) Includes: Husky Alco Diesel loco (all 12 wheels pull) with lighted no. boards & headlamp, 3 Freight cars & lighted Caboose. Snap-Track, Rerailer & Uncoupler..... 44.50

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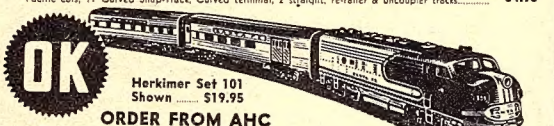

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HOBBYLINE "HO" TRAIN SETS

"ROCKY MOUNTAIN" FREIGHT SET (2500). Includes: UP Switcher Loco, Box & Tank Cars, Caboose & Free Gondola Kit. Circle of Snap-Track, Rerailer & Terminal Tracks, Automatic Uncoupler..... $24.95

"ALLEGHENY SPECIAL" FREIGHT SET (3500). Has PRR Steam Loco, 5 Asstd. Freight Cars and Caboose, plus Free Bonus Flat Car Kit. Track same as set above. Order your set from AHCI..... 34.95

SET 5701

LIONEL "HO" TRAIN SETS — ORDER FROM AHC

3 CAR STEAM WORK TRAIN (#5700). Includes 2 Axle Shunting Loco, Gondola, Crane Car and Caboose. Has Circle of Snap-Track, Terminal, Rerailer & Uncoupler Tracks. We ship Spl. Delivery! $25.00

5 CAR "ILLINOIS CENTRAL" DIESEL TRAIN (5701). Has IC Powered "A" Unit w/Headlight, Reefer, Gondola, Flat & Cattle Cars and Caboose. Circle of Track & Terminal, Rerailer and Uncoupler..... 29.95

5 CAR AB WABASH WORK TRAIN (5702). Includes: Wabash Powered "A" Unit w/Headlight, "B" Unit Dummy, 4 Asstd. Freight Cars & Work Caboose. Track same as sets above. Order from AHCI 39.95

5 CAR ABA "WESTERN PACIFIC" FREIGHT TRAIN (5703). Has WP Powered "A" w/Headlight, WP Dummy B & A Units, 4 Asstd. Freight Cars & Caboose. Snap-Track Included same as above sets. 45.00

6 CAR STEAM WORK TRAIN (5704). Includes: Consolidation Steam Loco w/Headlight & Tender, 5 Asstd. Freight Cars & Caboose. Circle & Straight Snap-Track, Terminal, Rerailer & Uncoupler..... 49.95

READY-TO-RUN FANS!

HERE'S OUR ANNUAL Christmas GIFT and BARGAIN

Each year we say "Season's Greetings" and a great big "thanks" to our many thousands of customer-friends with a BARGAIN AND GIFT OFFER! Look what AHC has for you this Year!

GIFT NO. 1 FREE

TO ANYONE REQUESTING IT . . .

WE'LL SHIP ANY READY-TO-RUN EQUIPMENT BY SPECIAL DELIVERY

It's absolutely FREE! Yours for the Asking! Order anything in Ready-to-Run & we'll ship it to you extra F.A.S.T. . . . by SPECIAL DELIVERY! Just tell us in your order and it's done!

GIFT NO. 2 10¢ ONE CENT BARGAIN

GET THIS TERRIFIC AHC "TERRAIN" LAYOUT SET

FOR JUST ONE PENNY EXTRA WITH ANY HO TRAIN SET ORDERED! BUT HURRY! ORDER IS LIMITED!

Preformed & Shaped Mountains, Lake, Hills, Embankments For Your Rr. Layout

This set is a real beauty! Just what you need to build a real-as-life operating railroad layout! Mountains, hills, etc., adapt to any layout size you want. (Of course, no buildings or accessories included.) You get, however, all the basic terrain elements for your railroad. Your layout sets up in a jiffy when you follow the few simple instructions. Your cost — a mere penny, with any HO Set ordered!

Penn Line "Piggyback" Set Shown $29.95

PENN LINE "HO" TRAIN SETS — ORDER FROM AHC

PIGGYBACK FREIGHT SET (#5701). Includes: Midget Diesel Switcher Loco, Box Car, Piggyback Flat Car w/2 Trailers, Caboose, Ford Tractor & Trailer-Unloading Ramp, All Track, Terminal, etc.. $29.95

PENNSY GG1 FREIGHT SET (5702). GG1 Powered Loco, 3 Freight Cars, Piggyback & Searchlight Cars, Caboose, Ford Tractor & 2 Trailers w/Loading Ramp, Circle & Straight Track, Terminal, etc. 65.00

Revell Diesel Freight Set T7000 Shown

Revell

REVELL "HO" TRAIN SETS — ORDER FROM AHC

UP DSL. FREIGHT SET (T7000). Has Union Pac. Dsl. Switcher, Reefer w/Hobo, Gondola w/Gravel, Caboose w/brakeman. Circle of Track, Terminal & Rerailer, Uncoupler Track w/Switchman..... $27.95

ACL FREIGHT SET (T7001). Deluxe Dsl. Switcher w/crew, Box Car w/Hobo, Stock Car, Gondola & Hopper Cars w/lift-up loads, Reefer & Caboose w/Brakeman. Track same as Revell set above..... 34.95

F7 DIESEL FREIGHT SET (T7050). Santa Fe Loco w/crew, Reefer, Gondola & Hopper Cars w/lift-up loads, Box Car w/Hobo, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose & All Snap-Track 39.95

0-6-0 STEAM SWITCHER FREIGHT SET (T7100). Union Pacific Steam Loco w/real smoke, Stock Car w/Cattle & Ramp, Flat Car w/Load, Caboose and Many Asstd. Train Crew. Track same as T7000 39.95

Tyco "General" Train Set T-8 Shown

TYCO ELECTRIC TRAINS HO

TYCO "HO" TRAIN SETS — ORDER FROM AHC

3 CAR SIDE TANK FREIGHT SET (T1-2). Has Side Tank Loco, 2 Freight Cars, Caboose, Circle of Snap-Track, Terminal & Rerailer, Uncoupling Ramp. Same Set with Power Pack @ $35.50..... $24.95

3 CAR DSL. FREIGHT SET (T2-2). Includes: Shark Nose Dsl. "A" Loco w/Headlight, 2 Freight Cars & Caboose, All Snap-Track as Set T1-2 above. Set Available w/Power Pack @ $39.50..... 28.95

4 CAR SWITCHER FREIGHT SET (T3-2). Has Switcher Loco w/Slope-Back Tender, 3 Freight Cars & Caboose, All Snap-Track as Set T1-2 above, Same Set With Power Pack @ $47.50..... 36.95

3 CAR "TALGO" PASGR. TRAIN (T-9). Includes: Diesel Loco w/Operating Headlight, 3 Illuminated Coaches, 12" Curved Circle of Snap-Track, Terminal Track and Straight Snap-Track..... 29.95

2 CAR "GENERAL" PASGR. TRAIN (T-8). Has "General" Loco w/Tender, 1860 Coach & Combine Cars, Complete with All Snap-Track. Loco Finished in Bright Red & Green w/Polished Brass Trim 34.95

3 CAR DSL. STREAMLINE PASGR. SET (T5-2). Includes: Shark Nose Diesel "A" Unit Loco with Headlight, 3 Illuminated Passenger Cars and All Snap-Track as Set T1-2 above..... 46.95

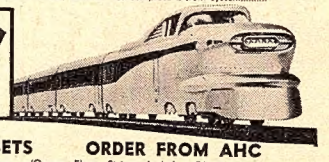
6 CAR "MIKADO" FREIGHT SET (T7-2). Includes "Mikado" Loco w/Tender, 5 Asstd. Freight Cars & 3 Wheel Illuminated Caboose. All Snap-Track as Set T1-2 above. ORDER YOURS FROM AHCI..... 62.50

3 CAR "TALGO" PASGR. SET (T6-2). Has Pacific Loco w/Tender and 3 Illuminated Streamline Passenger Cars (Coach, Combine & Observation). Includes all Snap-Track as Set T1-2 above..... 64.50

2 LOCO - 8 FREIGHT - 2 COMPLETE SETS (T-10). Has 2 Locos (Mikado w/Tender & Side Tank), 7 Freight Cars, Lighted Caboose plus All Track, Switches, Controls for complete 2-train system..... 99.50

VARNEY

Varney GM "Aerotrain" Set #20 Shown....$19.95



VARNEY "HO" TRAIN SETS — ORDER FROM AHC

GM "AEROTRAIN" SET (20). Gleaming Silver w/Orange Flame Stripes. Includes: GM Aerotrain Powerful Loco, 2 Coaches & Observ. Car. Each Coach Only $1.79; Observation - $1.99..... $19.95

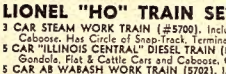
MIGHTY MIDGET FREIGHT SET (25). Includes: Dockside B&O Loco, Gondola, Flat Cars complete with 2 autos, Caboose and 14 Sections of Snap-Track, Rerailer, too! ORDER YOURS FROM AHCI 25.00

THE RANCHER (30). Includes: Missouri Pacific Diesel "A" Loco, Stock Car w/Operating Doors, Hopper, Gondola, Caboose, Cattle Pen w/7 Animals, 14 Snap-Track and Rerailer. A Real Boy! 30.00

ACL DIESEL FREIGHT SET (33). Includes: Diesel "A" Unit Powered, "B" Unit Dummy, Reefer, Hopper, Tank Car, Gondola and Caboose. All Snap-Track as set above. ORDER YOURS FROM AHCI 33.00

CASEY JONES TRAIN SET (53). Has "Casey Jones" Steam Loco w/Tender, Dbl. Door Auto Car w/4 Autos & Loading Platform, 4 Asstd. Freight Cars & Caboose. Has 18 Snap-Track & Rerailer..... 53.00

READY-TO-RUN LOCOMOTIVES



ATHEARN

Porter Yd. Switcher, Hi-F Pwr.	4.95
F7 Diesel Loco: SF, PRR, SP, Burl. A or B Unit Hi-F Powered	6.95
F7 Dsl. Single Gear Dr., A or B	14.95
Dual Gear Drive, A or B	17.95
GP9 Diesel Loco w/Hi-F Power: B&O, SP, UP, Burl., or SF	9.95

FLEISHMANN

0-6-0 Tank Switcher	14.95
Old Time Prussian Loco	17.95
Alco Diesel ... 14.95 Mikado	29.95
Baldwin Diesel - 17.95 Mogul	19.95
Pacific with Tender	24.95

GILBERT "HO"

Alco Diesel DL-600, 12 Wl. Dr.	25.00
GM Diesel A Unit, 8 Wl. Drive	16.50
GM Diesel A or B Dummy	4.95
Penn Switcher w/smoke & sounds	27.50
Hudson Loco w/ smoke & sounds	39.95
Hudson as above, but w/whistle	47.50

WE HAVE 'EM ALL! ORDER FROM AHC

HERKIMER "OK"

F7 Diesel A Wl. Dr. A Unit	15.95
F7 Diesel B Wl. Dr. A Unit	17.95
Same as above, w/head light	19.95
GP9 Diesel B Wl. Dr. A Unit	19.95

LIONEL "HO"

2 Axle Shunting Diesel Loco	12.95
Consoldt'n. Steam Loco w/tend.	33.50
FM Dsl: WP, TP, IC, C&NW, Wab.	15.95

PENN LINE

Diesel Switcher NMRA Couplers	16.50
Pennsy GG-1 Electric	49.50

REVELL

Santa Fe F7 Road Diesel	19.95
Diesel Switcher ... UP or ACL	19.95
0-6-0 Steam Loco (UP)	27.95

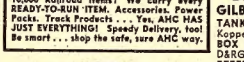
TYCO

Mikado - 39.95; Switcher	23.95
General - 27.95; Pacific	36.95
Streeter - 10.95; Side Tank	18.95
Diesel A or B Unit Powered - ea.	18.95
Talgo Diesel Loco	16.95

READY-TO-RUN

AHC CAN SUPPLY EVERYTHING!

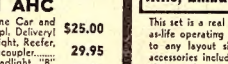
Shown here is but a partial listing of our over 10,000 Railroad items! We carry every READY-TO-RUN ITEM. Accessories. Power Packs. Track Products . . . Yes, AHC HAS JUST EVERYTHING! Speedy Delivery, too! Be smart . . . shop the safe, sure AHC way.



VARNEY

Switchers: Dockside - 15.00; Dsl	32.50
Dsl. A or B: GN,FEC,Burl,ACL,MP	15.00
Dummy A or B for above - ea.	3.25
Casey Jones Loco	32.50

READY-TO-RUN ROLLING STOCK



ATHEARN

BOX CARS ea. 1.98

C&NW, UP, DL&W, CB&Q, B&M Blue, WP, SP, B&M Black, PRR, NH

TANK CARS ea. 2.49

Shell, Deep Rk, Texaco, Mobilgas

REEFERS ea. 2.49

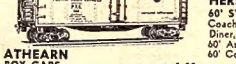
Swift, PFE, Carnatn, Blatz Beer, CN, SF

FLAT CARS, With Load ea. 2.25

Westinghouse, C&NW, Erie or PRR

CABOOSES ea. 2.49

SF, SP, UP, PRR, CB&Q, B&O



WE HAVE 'EM ALL! ORDER FROM AHC

GILBERT "HO"

TANK CARS ea. 3.50

Sunoco, Mobilgas, Gulf

BOX CARS ea. 3.75

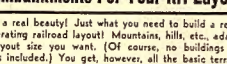
D&RGW, B&M, NH, B&O, Seaboard

REEFERS ea. 3.25

Morrell, GB&W, NW, NP, PFE

MISC. CARS GILBERT:

Hoppers - B&O or CB&Q	2.95
3 Dome Gulf Tank Car	3.75
Cattle Car ... 3.75 Gondola	2.25
Depressed Cntr. ... 3.95 Cement	2.95
Illuminated Caboose	4.95
Passenger Cars: Baggage; Coach	6.95
Vista Dome or Observation	7.95



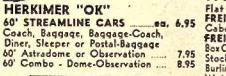
HERKIMER "OK"

60' STREAMLINE CARS ea. 6.95

Coach, Baggage, Baggage-Coach, Diner, Sleeper or Postal-Baggage

60' Astradome or Observation 7.95

60' Combo - Dome-Observation 8.95



LIONEL "HO"

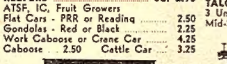
BOX CARS ea. 3.75

B&O, Seabd., S of Me, M&St.L, NYC, NH

REEFERS ea. 2.95

ATSF, IC, Fruit Growers

Flat Cars - PRR or Reading	2.50
Gondolas - Red or Black	2.25
Work Caboose or Crane Car	4.25
Caboose 2.50 Cattle Car	3.25



PENN LINE

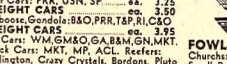
Caboose or Gondola	ea. 3.50
Lumber Car With Load	2.95
Operating Searchlight Car	5.95
Figgy-Back Car w/Trailer	4.50
Box Car 3.95 Hopper	2.95

REVELL

Reefers - PFE or NYC	2.98
Cabooses w/man: SF, ACL or UP	3.49
Gondolas - NYC, C&NW or PRR.	2.49
Box Cars - GN or NH	2.98
Hoppers - C&O or N&W	2.49
Stock Car ... 2.98 With Cattle	3.98
Flat Cars - Erie or Soo	1.98
With Logs, Chains & Stakes	2.98

TYCO

Flat Cars: PRR, USN, SF	ea. 3.25
FREIGHT CARS	ea. 3.50
Caboose,Gondola:B&O,PRR,T&P,RI,C&O	
FREIGHT CARS	ea. 3.95
Box Cars: WM,GM&O,GA,B&M,GN,MKT.	
Stock Cars: MKT, MP, ACL, Reefers:	
Burlington, Crazy Crystelt, Bordons, Pluto Water, Land O'Lakes, Baby Ruth.	
Tank Cars: Texaco, Republic, Shell, Hercules or Mobilgas.	
8 Wl. Caboose - Lighted	5.95
PASSENGER CARS - TYCO:	
1860 Coach or Combination	ea. 3.95
Streamline Cars - Lighted	ea. 7.95
Coach, Comb., Bag., Diner, Sleeper Observation	8.95
TALGO PASSENGER CARS:	
3 Unit Section	12.95
Mid-Section Car	3.95



VARNEY

Flat Cars: SP, Erie, NW, or PRR	1.95
Gondolas: SF, B&O, EJE, Toronto	2.15
Cattle: UP, NYC or MP	2.65
Box: RI, Soo, C&O, B&O, MKT, MSL	2.65
Tank: Sinclr, C&C, Kay, Goody	2.65
Hoppers: Va., Monon, C&O, B&O	2.15
Reefers: SF, PFE, FGE or Swift	2.45
Auto Cars: GN or C&EI	2.75
Cabooses: Cupola or Bay Window	3.25

FOWLER "Hand-Made" BLDGS:

Churchs: Small ... 2.50	Large ... 5.95
Small Ranch ... 3.95	Brick House ... 1.95
Duplex Hse ... 4.50	Refresh Stnd ... 1.50
Hse & Garage ... 4.95	Frame House 4.50
Bungalow 4.95	Hse w/Porch ... 3.95
Log Cabin ... 1.25	Mtn. House ... 3.95
Intrlkg. Twr ... 2.95	Water Tower ... 3.95
Tool Shed ... 1.25	Warehouse ... 3.95
Combo Station ... 7.50	Home, Trellis 5.95
Church w/bell ... 5.95	Water Mill ... 4.95
Factory ... 14.95	Above w/mtr. ... 7.50
Fld. House 4.95	Gas Station ... 2.95
Mtr. Saw Mill 16.00	Watchman Hs. 3.95
Hotel-Cafe ... 7.95	Flower Shop ... 7.95
Town Station ... 4.95	Frt. Station ... 5.95

ATLAS 47 Pc. HO PIER SET

For 2 Level railroading . . . up and down grades, figure 8's, crossing highways, etc. Trains go up and over. Trains run underneath!

PENN LINE:

Remote Cont. Dsl. Horn Station	7.95
Piggyback Car Loading Ramp	1.00
Trackside Floodlight	2.00

MISCELLANEOUS

Girder Bridge w/Snap-Track	1.75
Piggyback Car w/Trailer, Ulrich	3.95
Lighted Billboards (2)	2.50

OPERATING "Coal" Yard Accessory Set. By Ulrich. You get TWO operating Triple Hoppers that dump their "coal" loads on the dump ramp untouched by hand. Dump Ramp, Track & Imitation Coal Included. 10.95

ACCESSORIES

GILBERT HO

Signal Operating Track	2.25
Smoke Cartridges (Doz.)	.95
Uncoupler Track	.75
Girder Bridge	2.95
Pass. & Wayside Station	2.95
Rubber Roadbed - Straight or Curv	.20
Block Signal w/Control	3.95
Flasher Signal w/Opertg. Track	3.95

IDEAL MODELS

Lamp Posts ... 4 for	1.50
Bumper - .98; Water Tower	2.00
Over & Under Trestle Set	3.95
Signals: Crossing 2.50; Block	2.95
Floodlight Tower	2.50
Truss or Trestle Bridge	3.95
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Dutch Colonial or Cape Cod	2.50
Split Level House	2.95

Painted HO Figures ... Sets	.59
Pass. & Train Crew; Work Crew; Maintenance Crew; Rr. Passengers	
Painted HO Animals, Set	.59
SIGNALS: Wig-Wag w/mtr	5.50
Crossing Gate & Shanty	7.95
Operating Semaphore	4.85
Crossing Gate w/actuator	4.85
HO Actuator Alone	4.25
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SAVE

YOU ALWAYS GET MORE FOR YOUR MONEY AT AHC

4.95 $6.95 VALUE

Lever Action Reversing RHEOSTAT. Operates trains forward or reverse. Complete, ready for installation.

12 Pc. Kit • Metal HANDCAR ONLY **50¢**

HO gauge. Just the thing to go with your section gang. A real value!

Reg. $2.25. **1.49** PRECISION SCREWDRIVERS

Swiss imported. Set of 6. Nos. 0-1-2-3-4-5.

BUY 5 and GET ONE FREE

One Free Gondola or Flat Car (Specify choice) with Any 5 Cars.

ALL METAL "HO" READY-TO-RUN CARS

Sale priced, while they last. Order as many as you like.

	WAS	NOW
Flat Cars (NYC)	$1.95	1.39
Gondolas (Austd)	$2.50	1.49
Reefers (SF, NYC)	$3.50	1.95
Box Cars (WP)	$3.50	1.95
Cabooses	$3.50	1.95

AHC'S HO SIGNAL SPECIALS

Fully Assembled & Painted. Beautifully detailed. Complete with bulbs.

SEMAPHORE 1.75

DWARF TYPE: 1 Lite ..... .65; 2 Lite .. 1.00; 3 Lite .. 1.25; 4 Lite .. 1.50; 5 Lite .. 1.75

TARGET TYPE 1 Lite .. 1.25; 2 Lite .. 1.50

INDICATOR TYPE 2 Lite 1.50; 3 Lite .. 1.75

REG. $2.50

ALL METAL Depressed Center FLAT CAR

An AHC Super Buy! HO Kit is complete with Sprung trucks. Authentically detailed. **1.29**

SET OF 8 "HO" TREES **79¢**

EVERGREEN TREES. Dresses up any layout. Comes prefab, easy to assemble.

HO SIGN BOARDS

All Metal. A must for every layout! SALE PRICED 4 FOR $1.00

24 HO METAL FIGURES each of train crew, station crew, passengers and passengers with luggage. Unpainted. $1.50 VALUE **1.15**

HOBBYIST FILES. Round ½ rd., flat, oval, knife square, 3-sided, equalling flat, oval, barette, triangle or diamond. Set of 12 in case **2.50**

AHC'S SPECIAL BONUS OFFER

GIFT NO. A COSTS YOU ONLY **25¢** with every order $15. or over

GIFT NO. B COSTS YOU ONLY **50¢** with every order of $25.00 or over

Here's What You Get: HO metal scale ruler; Parts Box; 11 assorted color herald decals; 3 artist brushes.

GET EVERYTHING IN GIFT A PLUS . . . Midget cutting saw for metal or wood; 4 lengths of hook-up wire; Model builder's magnetic screwdriver; 6 HO scale figures.

WE MATCH ANY OFFER

AHC matches any offer made by any other advertiser. Attach ANY ad in this issue to your order — and take advantage of the AHC "extras."

"HO" BRASS SWITCHES **1.50** 6 FOR $7.50

Completely assembled 4 or 6 RH or LH. All Brass . . . made to NMRA's rigid specifications. One of the best switches you can buy. NO MINIMUM ORDER.

FLEXIBLE "HO" BRASS TRACK **50¢** Per 3-foot Section

3 FT. SECTIONS — 25 SECTIONS FOR $10.00

Famous AHC! Accurately detailed — solid brass rail on heavy fiber tie strip. Meets NMRA's specifications. No Min. Order.

"HO" TUNNEL PORTALS Authentically detailed . . . in plastic. A real bargain value! **2 for 98¢**

SAVE $10.00

BRAND NEW FLEISCHMANN **READY-TO-RUN "PACIFIC" LOCO**

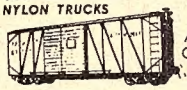
SELLS FOR $24.95

Complete with Tender. All metal construction — all drivers geared and powered. This is a really fabulous buy & they won't last long. Order yours now from AHC and Save!

14.95 2 FOR $27.95

HO CAR KITS

COMPLETE WITH NYLON TRUCKS — Wood Bodies & Embossed Sides



Any Six Cars for $5.00 **98¢**

Compare these car kits with any on the market! A real bargain value at a bargain price. They're complete in every detail with printed, scored or embossed sides, metal parts such as ladders, steps, brake wheels, etc., etc. Full sized plans included.

PLEASE ORDER KITS BY NUMBER

REFRIGERATOR	BOX CARS	FLAT CARS
(1) PLUTO WATER	(7) M.K.T.	(13) L. & N.
(2) BABY RUTH	(8) WABASH	(14) C. & N.W.
(3) HORMEL FOODS	(9) G.T.W.	(15) MILWAUKEE
(4) M.T.D.	(10) T & P	
(5) GREEN BAY	(11) M.P.	
(6) A.R.T.	(12) C. & E.I.	

ALL 15 CARS FOR ONLY **$11.95**

Above Kits with SILVER STREAK Metal Trucks $1.25

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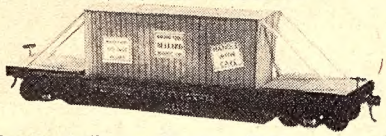

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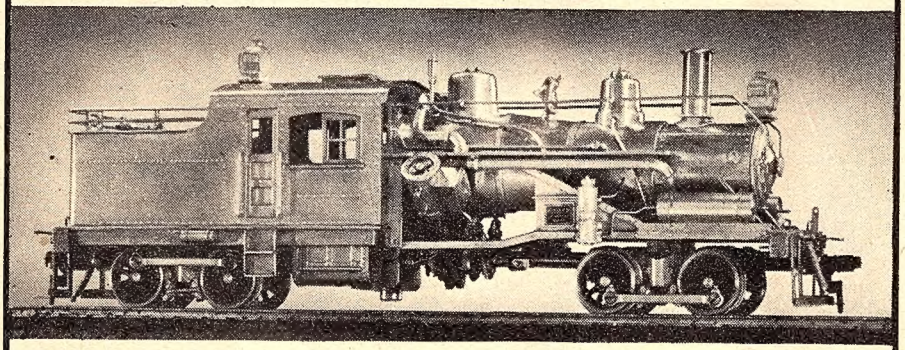

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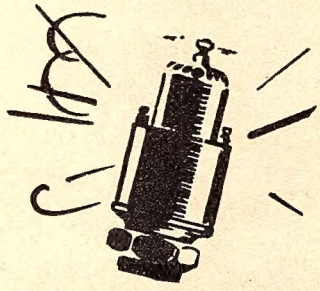

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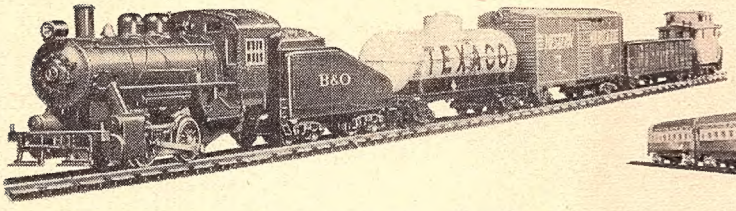

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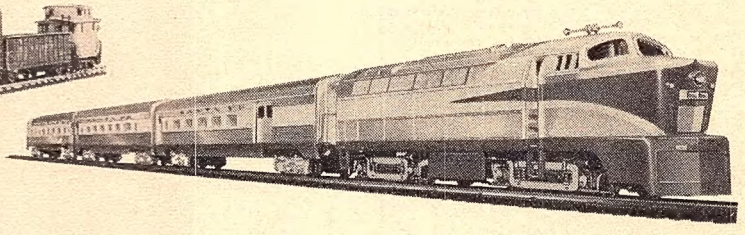

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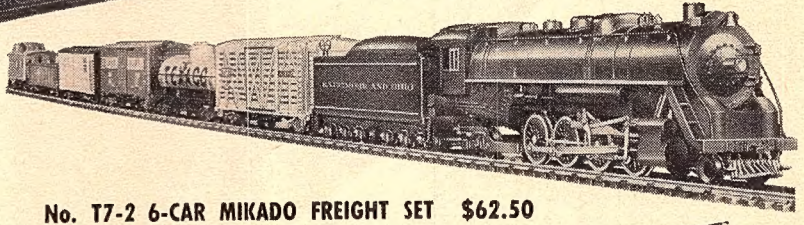

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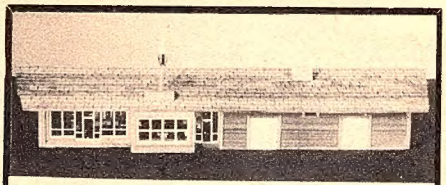

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MODEL RAILROAD TIMETABLE

NOTICES for this column are welcome. Items for the March on sale Feb. 15th issue must be received at Ramsey not later than Dec. 26th. Items for the April issue on sale March 15th must be received not later than Jan. 25th. Use letterhead, give your title. Address: TIMETABLE, RAILROAD MODEL CRAFTSMAN, The Penn Building, Ramsey, N. J.

Club Shows

BUFFALO, N. Y.: Feb. 7-8, 14-15, 21-22, 2-6PM. Model RRV Club of Buffalo, 338 Washington St. 20-x40 O gage scale layout plus On3 layout and trolley line. Also 11x22 HO layout and HO cogwheel line. Admission: Adults 50c, Children 25c. Robert Trimple, Secy.

EAST WEYMOUTH, MASS.: Jan. 11-12. Sat General Public 10AM-5PM. Model rails and their guests 7-12PM. Sun. General Public 1-5PM. HO and HOn3 layouts operating continually. At rear of 174 Middle St., Central Sq., East Weymouth. No admission charge but donations accepted, money or equipment. D.C. MacDonalld, Secy.

PHILADELPHIA 18, PA.: Dec. 7-8. Germantown HO Engineers, PRR Signal Tower Bldg., West Evergreen Ave. at Shawnee St., in basement. Both evenings. Operating HO layout. A. K. Barnes, Secy.

BROOKLYN, N.Y.: Bay Ridge Society of Model RRers Inc., Annual HO show. Jan. 10, 13, 17, 20: 7-10PM. Jan. 12-19: 2-7PM. Jan. 11, 18: 2-5PM, 7-10PM. 6816 Fourth Ave. Robert C. Hoar, Chrmn.

EAST ORANGE, N. J.:Dec. 7th. West Essex Model RR Club, Corner Halstead & Main Sts., basement of church. Annual Show, admissions of 25c and 15c will go to church. H. Rosof, Secy.

New Clubs

EMMAUS HIGH SCHOOL, PA., New model railroad club under supervision of Keith A. Smith. Open to all students of the school. HO.

FOREST HILLS, N. Y.: Forest Hillls Modell RR Club open to members ages 15-16, HO and O. Contact A. Alcabes, 111-10 76th Rd. Seymour Arnstein, Secy.

LONG ISLAND CITY, N. Y.: Empire Model RR Assoc. (HO). Every Tuesday, basement 34-05 44 St., all model rails welcome any Tuesday. For info call Hal Fletcher, TTreas., IL 7-6236, or Frank O'Connor, secy, HA 4-9764.

WANTED: Members to proposed by-monthly newsletter and society of toy train standard gauge tinplate operators and collectors. Advise your interest. Al Miller, 3212-34th Ave. South, Minneapolis 6, Minn.

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION OF RAILROAD MODEL CRAFTSMAN, published monthly at Ramsey, New Jersey for October 1, 1957.

1. The names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Charles A. Penn, 31 Arch Street, Ramsey, New Jersey; Editor, Harold H. Carstens, 31 Arch Street, Ramsey, New Jersey; Managing Editor, one; Business Manager, none.

2. The owner is (If owned by a corporation, its name and address must be stated and also immedaitely thereunder the names and addresses of stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual member, must be given.) Model Craftsman Publishing Corporation, 31 Arch Street, Ramsey, New Jersey. Charles A. Penn, 31 Arch Street, Ramsey, New Jersey.

3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of the total amount of bonds, mortgages, or other securities are: (If there are none, so state.) None.

4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear on the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

5. The average number of copies of each issue of this publication sold, or distributed, through the mails or otherwise, to paid subscribers during the 12 months preceding the date shown was: (This information is required from daily, weekly, semiweekly, and triweekly newspapers only.)

(Signed) Harold H. Carstens, Editor

Sworn to and subscribed before me this 14th day of October, 1957.

(Signed) Frank A. Weber, Jr.
Notary Public of N. J.

(My commission expires September 19, 1962)
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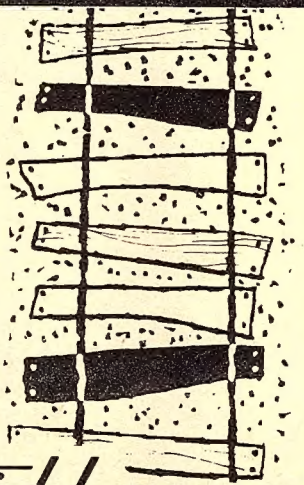

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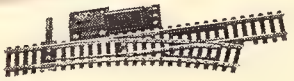

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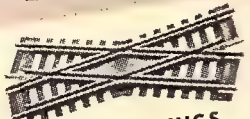

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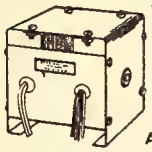

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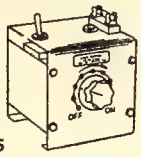

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DISPATCHER'S REPORT

HOt Seat

IN Philadelphia, 75 Delaware Valley hobby dealers put six prominent model railroad executives on a hot seat panel, grilling them on diverse subjects ranging from NMRA coupler compatibility and equipment guarantees to such things as delivery dates, materials, and prices. Summing up, one gathers that competition among the train set manufacturers is rough and will get tougher. Further, manufacturers of train sets are aware of trends in the hobby and are even now busily at work planning new and better products for next year and the year after. It should result in better products for the consumer. On the panel were Charles Keuhne of Scintilla, Alan Ginsberg of Lionel, Leo Schloss of Gilbert, John Tyler of Mantua-Tyco, Irwin Polk of Aristo-Craft, and Charles Merzbach of Merzbach. John MacMillan, Executive Director of the Hobby Industry Association presided as moderator.

Los Angeles TV station **KTTV** videoing a 13 week Saturday afternoon TV hobby show with Dick Whittinghill as MC . . . Still hear of problems with plastic model railroad equipment, especially with lightweight HO. Some Christmas-only railroaders are discovering that the attic is not the place to store plastic HO. The problem comes when HO cars are subjected to heat of 180° or more. They just can't stand up under such temperatures. Best place to store plastic HO is in a cool, dry basement. Also avoid leaving plastic cars in bright sunlight, since plastic cars will fade, thus requiring repainting. With proper care, there is no reason why plastic HO can't last for years, or even a lifetime.

HO Accessories

Other passengers on the Pennsylvania Railroad club car riding East out of Philadelphia would have heard a strange combination of railroad and model railroad talk as participants in HIA-DV meet returned to New York . . . With HO the topic of the evening, the discussion eventually drifted around to the future and the prospect of action type accessories. One manufacturer voiced the opinion that HO accessories **as they now view it** will not be of the toy type (i.e.: log loaders) as is the case with O gauge tinplate, but rather will be more realistic in their operation, as for example, the new Ulrich coal ramp.

We deliberated a bit more about this after leaving the train, finishing the long trip home on the New Jersey Turnpike in the old gas buggy . . . Action HO accessories are coming and what would be some good ones? How about a cigarette factory into which visitors could plunk their pennies or nickels and have an HO gondola roll out with one of the current filters? How about an HO barge in which cigarettes could be stored, with a supply of matches in the cabin (the thing could be called a "lighter") . . .

Less practical and more prototypical would be such things as smoking factories, glowing blast furnaces, operating piledrivers, operating bascule bridges, operating coaling towers. Perhaps our readers have some pet thoughts on practical HO accessories. We'll send a copy of our ROLLING STOCK MANUAL to the five best ideas that we get. All letters become the property of RMC and must be received by December 31, 1957. Address: Dispatcher, RAILROAD MODEL CRAFTSMAN, Ramsey, N. J.

Club Car

Louis V. Cotnoir, prexy of the New Bedford (Mass.) Society of Model Engineers drove home a 1/10 14k. GF spike on the club O gauge line, completing a 31 smile (3.1 scale miles) long route. The outside 3rd rail pike can also operate two miles of its trackage as 2-rail

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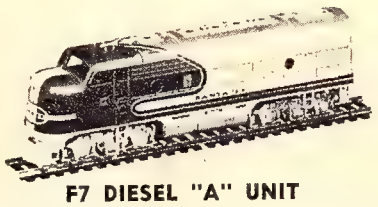

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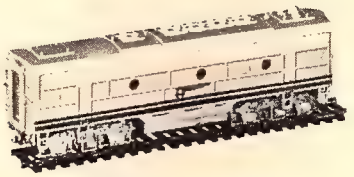

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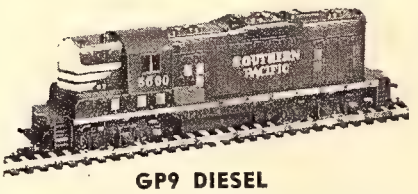

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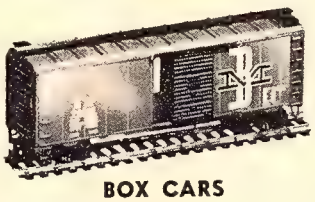

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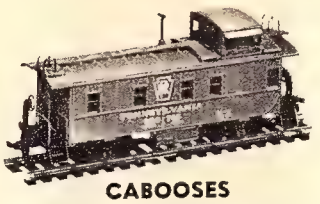

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No. 226 PRR No. 227 CB&Q No. 228 B&O

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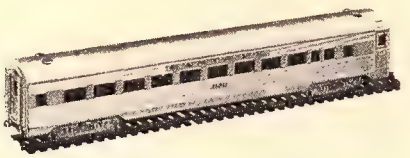
No. 323 SF No. 324 SP No. 325 UP
No. 326 PRR No. 327 CB&Q No. 328 B&O



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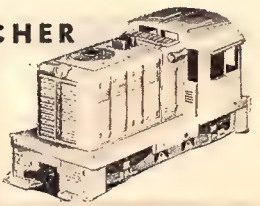

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for the benefit of visiting model rails. Despite the fact that all O gauge scale equipment today is built to 2-rail specifications (excepting certain trolley items), it would seem logical that all new O gauge layouts would convert to 2-rail. Such is not the case, due largely to the greater cost of quarter inch equipment, and the die-hard attitude of "enough" O gaugers. Their argument: 3-rail is easier to signal and wire, and runs better. And the cost of converting older equipment is prohibitive. Even so, the bulk of 3-rail layouts are still to be found in the pioneering East where were located most of the early O gauge manufacturers. But it is good to notice recognition of at least the existence of 2-rail by one of the leading O gauge clubs in New England. The NBSME also operates an HO pike. Secretary John F. Dias, M.D., writes that the NBSME is looking for members; contact Pres. Cotnoir, 66 Capitol St., New Bedford, Mass., at WYman 2-3766.

Clubs with shows coming up who desire to be listed in the Model Railroad Timetable, please note carefully the deadline dates given for the different issues. Listings are free and welcome. All we ask is that they be submitted in time for insertion.

HO was chosen for the giant new Penn-Reading layout in the Franklin Institute Museum, Philadelphia, which has been completed and is now open to the public. Equipment was contributed largely by the Eastern Model Railroad Manufacturers Association.

New In HO

From **International Models,** a New York Central J-3 Hudson all-brass import built up at $37.50, kit at $33.00 . . . Packaged Polyethylene parts gaining greatly in momentum with many major manufacturers and distributors now in the swing. Among the latest are Aristo-Craft, and Universal Model Products (Umpco) . . . Mantua-Tyco has passenger cars that stay lit while the train stops . . .

Now at your dealer . . . latest Binkley kits including sleek black C&O box, Santa Fe Chief . . . Put on your own Civil War chase. A Japanese import of the Texas is now available from Aristo-Craft, but whether or not it will run faster than the Mantua General we can't say . . . Atlas has new 47 piece pier set, especially for Snap Track users but suitable for making trestles on craftsman layouts . . .

New In TT

Driver replacement sets for the **HP Products Co.** 0-6-0 and 2-8-0 now ready at $5.50 and $7.00 respectively. The new drivers are spoked, cast in lost wax, mounted and quartered ready for installation . . . Also reported coming in TT, imported ready to run brass locomotives.

New In S Gauge

Atlas Tool Company with new over and under bridge set, molded in plastic, adaptable to any S gauge track . . . Atlas has also released plastic roadbed sections for use with sectional **Gilbert** track. Both items available at dealers carrying American Flyer trains.

New In O

No new cars lately but a number of parts . . . All-Nation now has oxidized black steel wheels in several sizes. Also a wrench for the nose bolts in the F-3 and F-7. Coming up, new power trucks for the F-3 and F-7. Similar in looks to the present unit, the new truck will be heavier all around and as boss man Jim Wilson sez, "afraid

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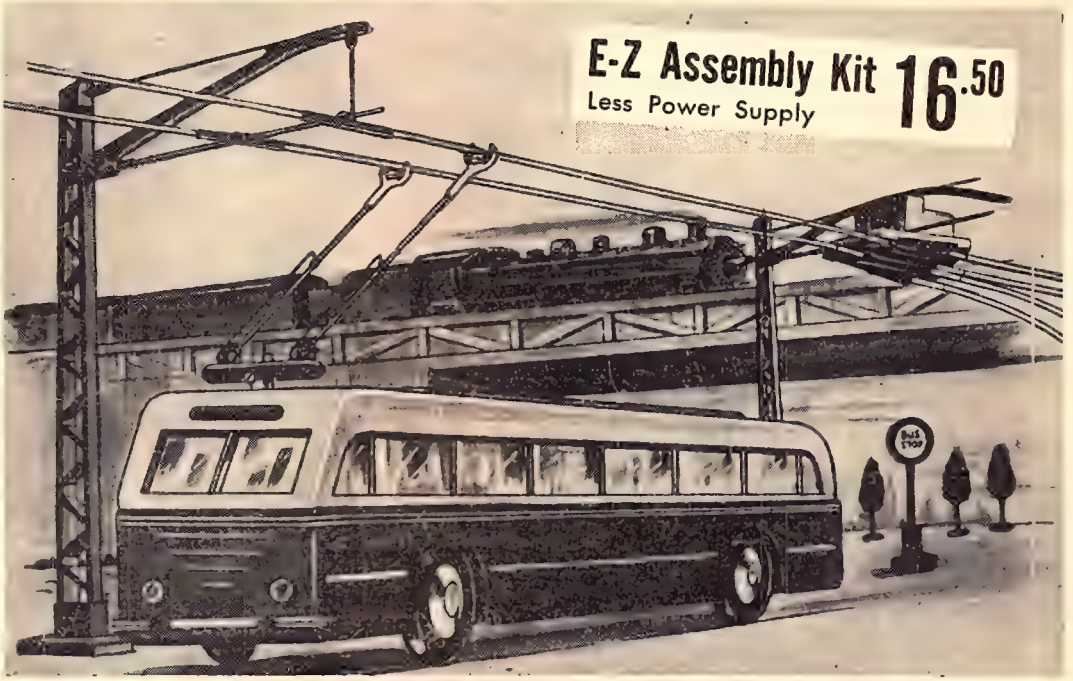

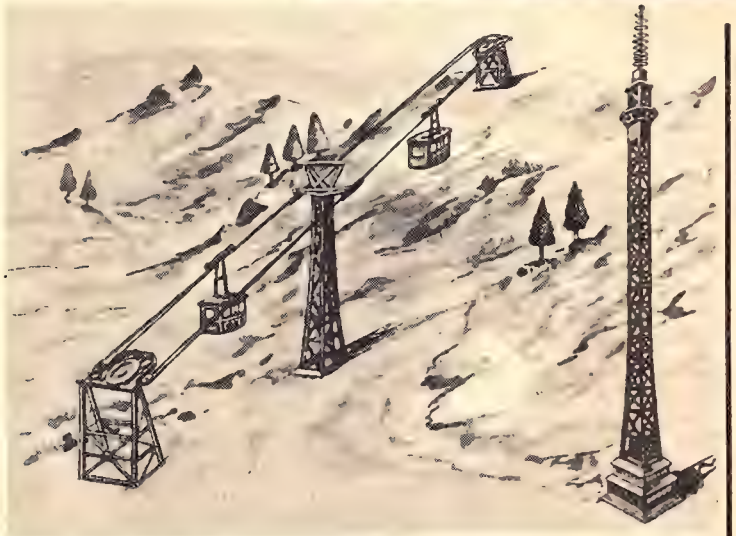

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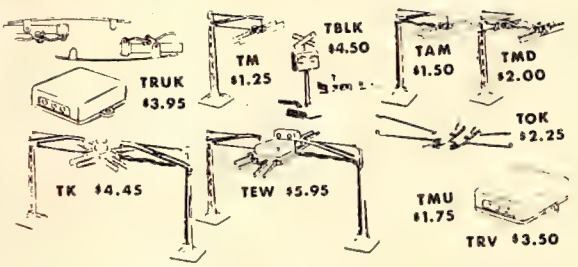

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they are too rugged and might last too long!" . . . All A-N locos soon to be available with special oversized flanges for tinplate operation, to the extent that radii will permit. Some A-N locos require 48 inch radius (4-8-2) . . . A-N is also starting to use bright new boxes.

Smile Posts

Do you know why freight cars don't need any locomotives to make them go? It's because of their car-go!

Club Car

In Carlstadt, N. J., the New York Society of Model Engineers Inc., will not observe their annual show although there is a possibility at this writing that enough HO trackage could be up by February to warrant an open house. For the future, the Society will devote about as much space to HO as to O, a radical departure from the past. The result should be two top quality layouts when both are finished. Plans of the new Union Connecting RR (O) are still in the planning stages and a two foot grade from one end of the layout to the other is still the big hurdle. HO plans are complete and framework for the small gauge pike is already up. Members are needed for ALL gauges, visitors being welcome any Wednesday or Saturday evening at 341 Hoboken Road in the Society's own building. Despite a 21 minimum age limit, the Society has looked favorably in recent years at mature teenagers with a real interest in hobbies.

Observation Car

Why is it that whenever buses take over a trolley route, the adjectives flow like water? The buses are always modern, the trolleys are always obsolete, antiquated, ancient, with frequent mention of being converted from cable or horse cars. Perhaps some time in the near future as more and more cities strangulate themselves on motor traffic, the cry will rise that exhaust fumes are felling the populace. Over New York City, the smog level (a thick yellow cloud) frequently smothers the metropolis with a 500 foot thick blanket. By comparison, we always liked the hot oil smell associated with trolleys, along with the clank-clank-clank of the compressors... It's interesting to note that invariably when the modern buses take the place of ancient trolleys, the travel time is lengthened . . .

There's still ample time before Christmas to buy the gal friend that nifty new kit. We do have some distaff readers and know that there are many lovelies capable of turning out some top notch models. We understand from the industrial engineers that girls are especially adept at the monotonous jobs. Might we recommend therefore putting the little woman to work hand lettering your equipment, driving spikes, making rivets, etc. At that, it might be best to designate 'em Harvey House gals and leave them to the coffee. (Wow, will this bring in the scorchers!)

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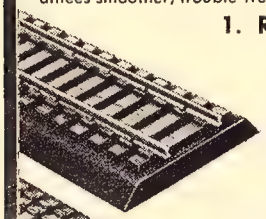

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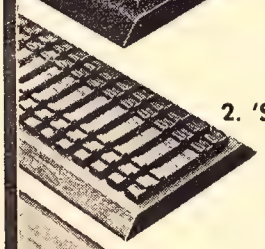
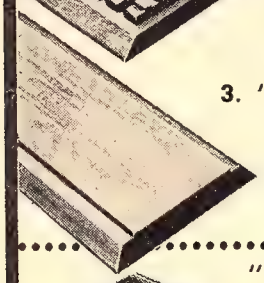
. . . **the only COMPLETE HO TRACK.** Ballasted embankment, stained ties, brass rail spiked in place, rail joiners. READY for immediate assembly. READY-TRACK incorporates the complete line of mounted turnouts, cross overs and crossings that match perfectly! Prototype realism!



2. 'SELF-GAUGING' ROADBED

Silent, accurately milled, realistic. A tie plate on every tie, grooved for exact rail gauge. Ends all guesswork. For the economy-minded modeler who wants quality.



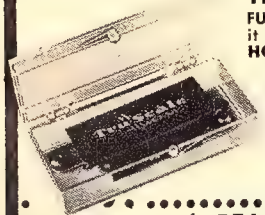
3. 'PLAIN' ROADBED

A perfect subbase for plastic or fiber tie-strip track. Adds realism, eliminates "kinky" trackwork. Guarantees smooth operation.

"HO" REMOTE CONTROL Mounted Switch $5.95

'Hi-Speed' mounted switch . . . stained, ballasted . . . and incorporating the 'Mighty-Mite' switch motor. FULLY WIRED . . . with binding posts. READY-to-operate switch. Fool-proof, no electrical dead-spots. The smallest locomotive at the slowest speed, will not stutter, stall or stop. Made in 4's and 6's, right or left hand.

Tru-Scale's SWITCH MOTOR



FULL-POWERED . . . yet so tiny that it can be table-top mounted on **2" HO** centers (either right or left side of track). **So LOW** . . . that it gives ample clearance for all types of equipment. Has amazing prototype appearance. Completely assembled. Factory Tested and Fully Guaranteed. Has polarity **D.C.** or **A.C.** **$1.95**

12-18 volt PEA-BULBS — 15c

Use for: A.T.C. and other Signals—Car Lights—Caboose Lights—Loco Headlights—Building Lights—Control Panel Lights, etc. Red, Green, and Clear.

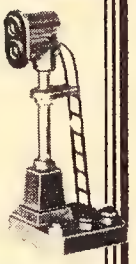
Silver Streak TRUCKS

All trucks are Free-Rolling with Precision Wheels on ground Steel Axles. The Finest Trucks in HO. Fully Guaranteed. (Look for them in the clear Plastic Box).
Brass Wheels . . . Bettendorf, Spring Leaf Caboose, Arch Bar . . . **85c** Pair.
Plastic Wheels . . . Bettendorf, Arch Bar . . . **60c** Pair.

AUTOMATIC TRU-TRAIN CONTROL

Control your trains the MAGIC WAY!!

★ ★ ★
★ **Completely Assembled**
★ **Easy Installation**
★ ★ ★



The simplest, and most fool-proof method for automatically controlling two or more trains. Can be used singly or in multiples for any type of control. Protects trains from colliding, supplies current to signal lights, controls crossing gates, crossing bells, or any other electrical device that needs on and off control. No extra gadgets need be attached to the track or locomotive for operation. Adaptable for automatic control of any number of blocks. OPERATION: If faster train attempts to overtake slower train, slower train automatically activates red signal light, causing the faster train to stop until slower train is at a safe distance. As soon as any danger of collision has been eliminated, the red signal light automatically changes to green allowing the faster train to proceed.
For 'Direct Current' Trains—Single unit **$3.75.** Set of 4 (4 block control) **$13.95.**

The New ATC 'ARISTOCRAT'
provides the "ready-to-run" train set or toy train fan with a table-top installation integral with authentic and realistic Section House and 2-color signal light—complete with binding posts and mounting screws—ready for simple hook-up and ATC-DC 'ARISTOCRAT' (for DC) **$8.95**

READY-BILT HOMES

REAL ESTATE SPECIAL!

New modern "dream" homes . . . READY-Bilt . . . Illuminated and Landscaped .. . Nothing to assemble! Startlingly realistic . . . Large, beautiful landscaped lots with velvet-green lawns, and all kinds of flowers, vines, shrubbery, hedge and trees. Soft, indirect lighting, Finest and most expensive construction materials . . . Harmonizing decorator colors . . . Distinctive architectural designs . . . Exclusive residential district! Tru-Scale's mastery of "REALISM" in miniature! **$2.95 each.**

DOUBLE TRACK TRUSS BRIDGE

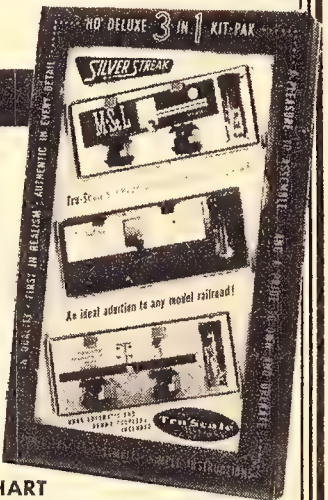
Taken from a Southern Pacific prototype truss bridge. Made of accurately pre-cut wood structural shapes, with eye-appeal of fine detailing. Kit No. 764. ..... **$5.65**

3 in 1 KIT-PAK

for Christmas . . . for every Gift Occasion!

Here is a **BEAUTIFUL GIFT BOX,** in Tru-Scales selection of three of the finest "Model Builder" car kits in the famed Silver Streak line. (Includes both **NMRA** and dummy couplers). **An IDEAL GIFT** for **ANYONE** who loves to relax and enjoy the satisfaction of building beautifully detailed, authentic scale models . . . this will be the **MOST APPRECIATED** gift you could give! A variety of **KIT-PAK's** to choose from . . .

$9.75 to $10.95



HART CONVERTIBLE GONDOLA

All model pikes should have several of these beautiful little all purpose ballast cars. The kits come complete with all detailed parts to give your model prototype realism. (The built-up wood sides are pre-assembled, painted and lettered). No. 804 Ballast, No. 504 Katy, No. 503 Southern Pacific. Price each **$3.25**

Write for FREE literature covering the *COMPLETE* Tru-Scale Line. Enclose 10c to cover cost of handling.

Tru-Scale MFG. CO.

Dept. C., San Dimas, California

IN THE SUPER'S OFFICE

The State Of The Hobby

The advent of ready to run HO is making itself felt more and more, especially among our newer hobbyists, of whom there are many. Seems like almost everybody we know now has heard about HO trains including a girl who picked a set up in Germany recently on a tour for her brother. She didn't know the make; only that the set was "those little HO trains."

And as we pointed out last year, the fact that somebody purchases an HO set doesn't make him a hobbyist, any more than the purchase of an O gauge electric train makes the buyer a scale O gauger. Until the old railcraft bug bites deep, the new HOer is still playing with trains, not relaxing with a hobby.

Comparing all of the HO train sets, one is constantly reminded of the compatability of the various makes towards one another (with very few exceptions). Much of the early work in setting standards was the work of unpaid model railcrafters such as yourself. With standards pretty much set, the organization which created the standards has come up with a new idea called:

Recommended Practices

And you'll be hearing a lot more about this as time goes by. Recommended Practices, or **RP** as it is called, are a secondary set of standards not essential for good operation but which should be followed if at all possible by any scale modeler. More detailed information on the program is found on page 50 of this issue.

Clubs

Virtually every bit of club propaganda received in this office mentions the fact that the model railroad clubs are in need of members. Feel yourself free to visit any local club on their meeting night and don't be too surprised if you find yourself put to work laying track, soldering wires, or plastering scenery. There are model clubs established in almost every large city and in many smaller ones as well. Chances are that the local hobby shop can steer you to one of several.

Catalog Time

Winter brings with it a flood of new catalogs from many of the manufacturers and mail order houses. Few of the scale model manufacturers can afford the elaborate and expensive color used by the giant toy firms but for interest and readability, the scale manufacturers set a high standard. But in thinking back through the years, we still have to chuckle at the pre-War Lobaugh catalog in which a two-color tank car was compared with a gal in a wispy negligee. What's happened to those days?

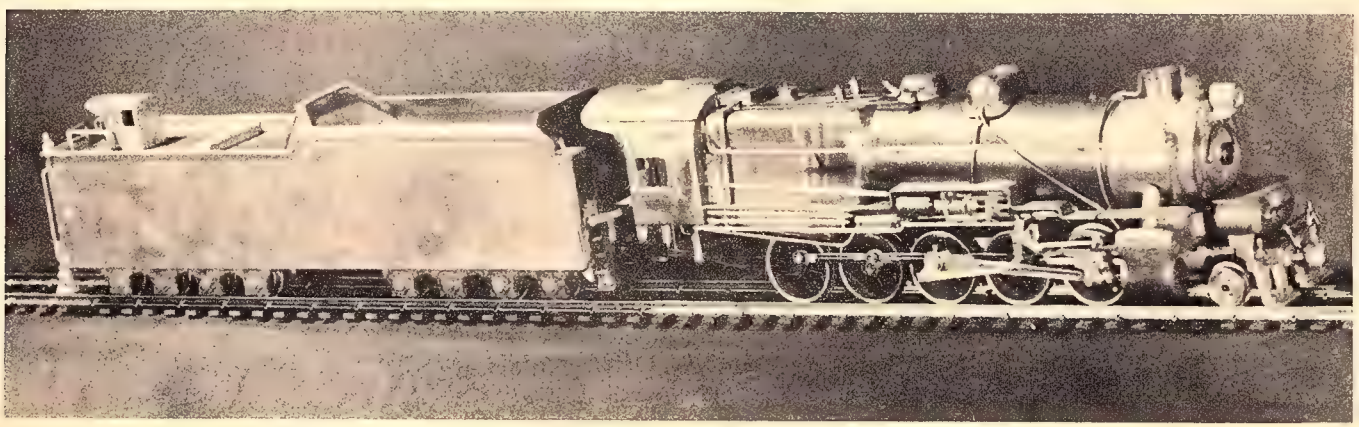
Electrical Safety

While model railroad operation with its 12 volt power holds few dangers, we'll never forget the time when we had a toy train set-up in the attic, almost 20 years ago. In leaving, we shut off the 110v. circuit, and so did our friend, who actually turned it back on! This would have been safe enough, had a car not been derailed causing a short circuit which burned out our transformer. The stink of burning insulation never did leave that attic, the smell fortunately drawing attention to the short circuit.

Model railroading is as safe a hobby as can be found but the moral still seems to indicate the need for care whenever playing with electricity, regardless of the voltage.

Hal Carstens

Who said anything about a little tender behind? Joe Dorazio likes Pennsy power and his fine all-brass HO model uses a type of tender which the Pennsy did run behind some of their decapods. Joe's models are noted for fine running, with just enough detail to look right.



Husky lines on this mammoth Mountain Type loco reveal how skillfully three dollar dummy Berkshire kit can be made into roster mainstay.

how to power your

PLASTIC BERKSHIRE

Heavy modern power can be yours with less than half the effort normally required in loco building.

an RMC Shop-Tested Construction Feature by

Russ Porter

THE Western Valley RR. acquired a Bowser 4-8-2 mechanism recently, less boiler and tender, and on a hunch, the roundhouse foreman sent the whole works over to the neighborhood hobby shop to check if the Hobbyline plastic Berkshire boiler would fit without too much difficulty. The photos on these pages show that it did!

For anyone who has a Bowser 4-8-2 and would like to bring it up to date, the following procedures should be carefully followed.

Begin by using a jeweler's saw, or better still, a spiral saw, to cut apart the frame No. 1 in the saw cuts indicated in Fig. 1. Be sure to make cuts Nos. 1 and 5 vertically and cuts Nos. 2, 3 and 4 horizontally. Be very careful to make cut No. 5 straight down along the visible mold line as the pump shield portion of the frame must be saved. Cut No. 6 is necessary to clear motor and worm drive. Before making cut No. 7, refer to Fig. 2 and remove the steam pipes and step of the Bowser steam chest. In order to keep the steam chest on the Bowser frame, insert a ¾ long No. 4-40 flat head machine screw

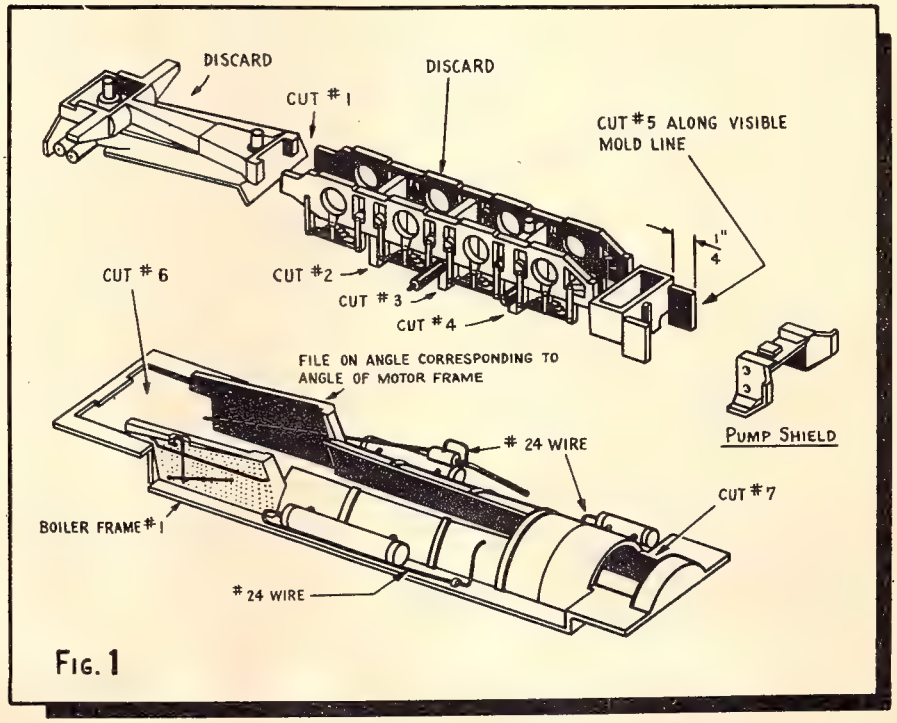
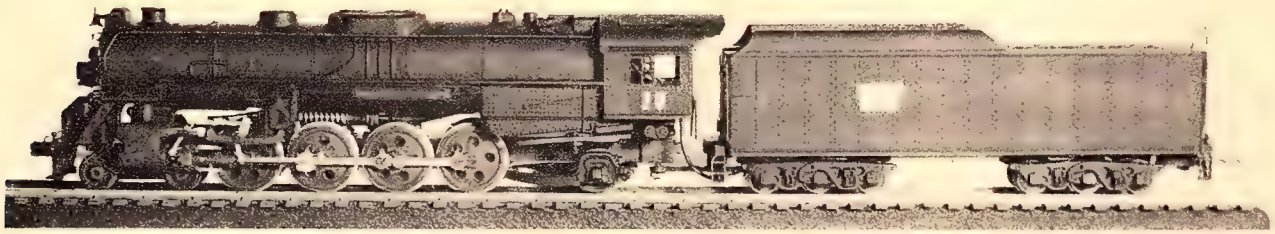


FIG. 1



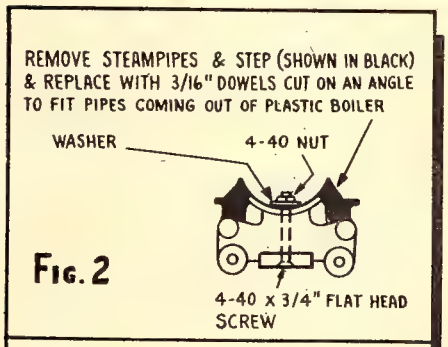

REMOVE STEAMPIPES & STEP (SHOWN IN BLACK) & REPLACE WITH 3/16" DOWELS CUT ON AN ANGLE TO FIT PIPES COMING OUT OF PLASTIC BOILER
WASHER
4-40 NUT
4-40 x 3/4" FLAT HEAD SCREW

FIG. 2

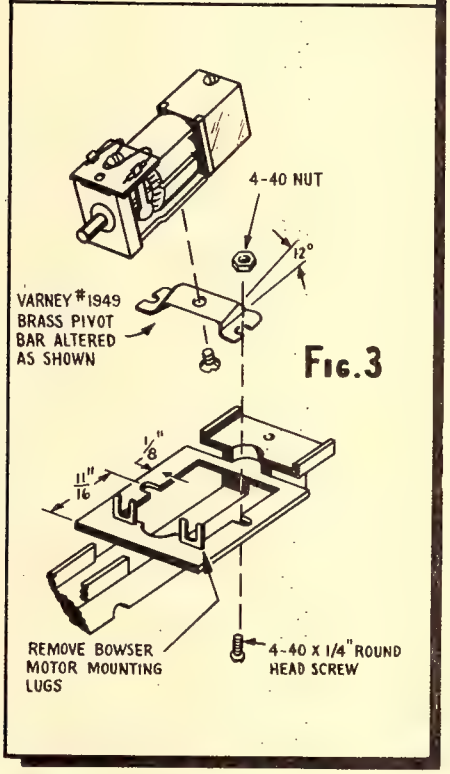


FIG. 3

through the frame, up through the chest and fasten with a brass washer and No. 4-40 nut as shown in Fig. 2.

Now try the boiler frame No. 1 over the mechanism for clearance. If you intend to use the Bowser motor, the inside of the firebox must be filed out considerably. If you intend to install a narrower motor refer to Fig. 3 and install at this time.

Next, take the plastic pilot No. 11 and drill holes and install the coupler release items as indicated in Fig. 4. Glue the two air pumps No. 3 on either side of the pump shield in the holes provided. Dab a small amount of Pactra C-Ment on the underside of the pump shield and place it on the pilot No. 11 so that the two curved openings on the pilot are covered. Remove the original Bowser pilot and place the new pilot No. 11 on the Bowser main frame.

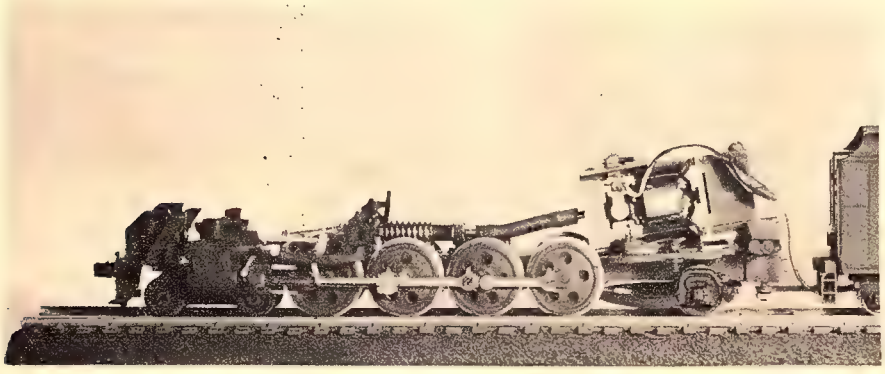
Place the boiler frame No. 1 in position so that the front end rests on top of the air pumps snug up against the back of the pump shield. View it from the side to see if the boiler frame No. 1 is level. If it is too high in the back, file off more of the firebox along the angle indicated in Fig. 1. If everything looks okay, put some Ambroid cement on the main frame and place the pilot No. 11 over it, using the boiler frame No. 1 to hold it down and in its proper place. While the pilot and boiler frame are thus being used, take the boiler No. 45 and file off the flash from the top portion. After filing, use smooth sandpaper to finish the job. Glue the handrail stanchions Nos. 48, 49 and 50 in place and insert handrails No. 51. If you wish, use the bell No. 47 and headlight No. 46 of the plastic kit.

If you want to dress up the boiler front, refer to Fig. 5 for one method of installing a TR-7 Kemtron headlight using Ambroid cement. The inside of the headlight is painted with Pactra Chrome Silver, then a shiny ball of solder is glued in the center and a 7/32" dia., 1/32" thick lens of acetate is gently forced into the headlight opening. To make the lens, use a sharply pointed dividers and scribe a 7/32" dia. circle on the acetate. Using a scissors, cut out the circle and file all sharp edges with smooth sandpaper. Be sure to clean the lens of all fingerprints before installing. The WV RR. eventually will install a working light, thus the reason for the metal headlight housing, which won't distort when heated. (After a sad experience with holding a photoflood lamp too close to an earlier plastic model of the same engine, the WV foreman is a little wary). By mounting the light below center, the front end takes on a massive appearance; by mounting it above center, it takes on the appearance of a Soo Line engine. Take your choice!

The Mars Light is an optional item which can easily be made using the red lens and lens holder from a Plasticville Signal Bridge HO-73 79 kit. Refer to Fig. 5.

A Varney bell No. 1246 and bell hanger No. 1396 are next installed. The bell hanger is glued directly to the plastic supports at the top of the smokebox front using Ambroid cement.

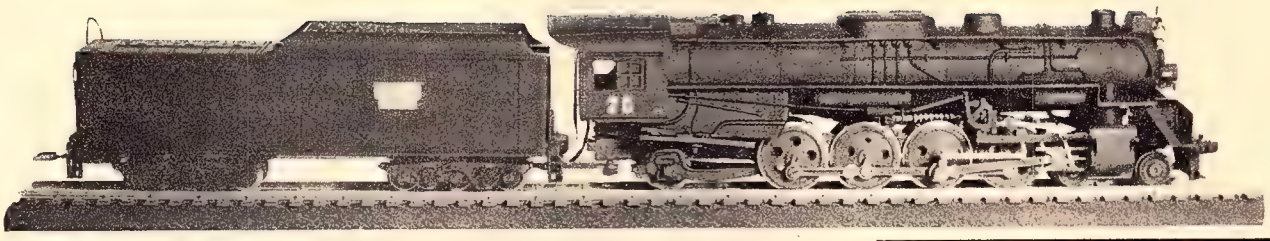
The original plastic class lamps were modified to accept the white jewels by drilling two holes (one in front and one on side) with a No. 52 drill just deep enough so that the face of the jewel, when glued in, is almost flush with the housing.



ABOVE: Left and right side views of the plastic boilered 4-8-2 created by combining a Hobbyline boiler onto a Bowser 4-8-2 chassis. If you have no Bowser, a suitable frame is found on pg. 22.

LEFT: This is the chassis that fits inside the plastic boiler. Several custom builders could duplicate this work for you at nominal prices.

RIGHT: Comparison shows additional heft and up-to-date styling of author's revamped No. 20 as against original Bowser Mountain at right.



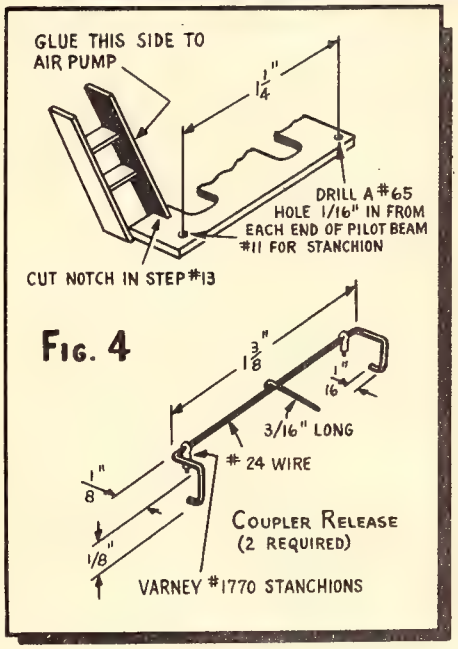


FIG. 4

Now turn the boiler No. 45 upside down and glue in the Varney weight. Be careful to use only Ambroid cement here as other cements will dissolve and distort the plastic. Now is also the best time to cut and install the acetate windows for the cab. After the boiler weight has had sufficient time to dry, make up the two cab grabs Fig. 6 which are located at rear of cab. Use the grabs for locating holes, drill No. 76 holes and install. Next, take the boiler No. 45 and carefully spread a thin coating of Ambroid cement on the portions that will come in contact with the boiler frame No. 1. Press the two sections together, using two or three rubber bands to hold them tightly while drying. If any of the cement oozes out on the exterior, take a small brush dipped in nail polish remover and brush the cement until it disappears. This will not harm the plastic. After the two portions have dried, refer back to Fig. 1 and the photos and drill No. 76 holes in the air tanks Nos. 41, 42 and 43 and the reverse gear for No. 24 wire. Note the long straight wire (shown dotted) that goes from the reverse gear to just below the front cab window on the right side. The only thing left to install on the top of the boiler is the steam generator No. 52.

Modify the link supports No. 37 and glue at the rear of the Bowser valve gear hanger as shown in Fig. 7.

TENDER

Take each of the truck side frames No. 54 and file off flush the axle supports, which stick out about 1/32". Using a No. 52 drill, drill out the axle holes slightly to fit tapered axles. From your wheel box or dealer's supply, select 6 tapered 36" dia. brass wheel and axle assemblies. Assemble wheels together with the side frames No. 54 and bolsters No. 55 using Pactra C-Ment to hold the plastic parts together. Be sure that the INSULATED wheels of both trucks are on the right side of the tender. While the cement is fusing the parts together, place the trucks on a piece of level track to be sure the assembly is level and all wheels touch the track. Fasten the trucks to the underframe No. 56 with pins No. 60. Refer to Fig. 8 for modifying the drawbar No. 61 and attaching parts.

Running the pickup wire from the tender trucks is a simple matter, but making good electrical contact is impossible with the plastic side frames and bolsters. To solve the problem, curve a narrow strip of phosphor

MATERIALS REQUIRED

1—Hobbyline plastic Berkshire
1—Tube of Ambroid Cement
1—Bottle of Pactra C-Ment
1—Varney brass pivot bar No. 1949
1—Bottle of Pactra Flat Black Enamel
1—Bottle of Pactra Chrome Silver
1—Bottle of Pactra Thinner
1—Varney Bell No. 1246
1—Varney Bell Hanger No. 1396
4—Varney Stanchions No. 1770
2 ft. length of No. 24 brass wire
1—pkg. of red jewels
1—pkg. of white jewels
1—Varney lead weight (from Casey Jones kit)

Note: All part numbers, unless otherwise specified, in the article, pertain to parts indicated on the Hobbyline Plastic Berkshire Assembly Drg. so don't throw it away.

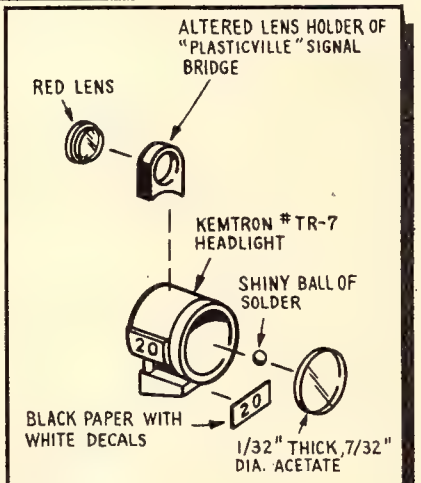
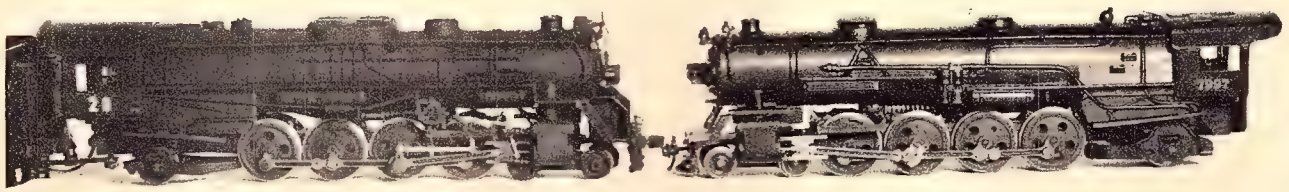
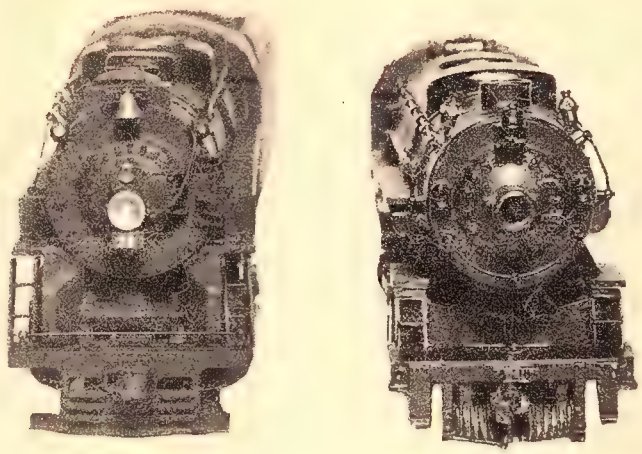


FIG. 5



At right is shown differences in front views of the modernized Bowser 4-8-2 and the original Bowser 4-8-2. Plastic model is Pactra painted.



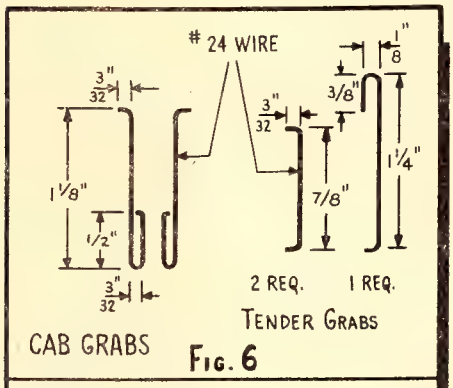


FIG. 6

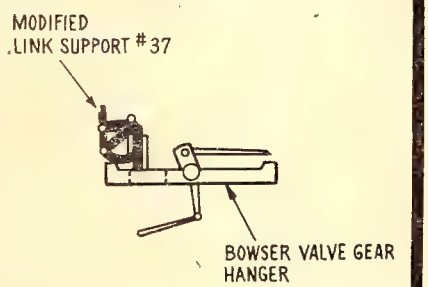


FIG. 7

bronze around and under the outer axle, over the center axle and under the third axle, bending it back and snipping it off a little beyond the axle. With tweezers, adjust the tension so the wheels will be free to roll. Be sure to put this strip close to the back of the UNINSULATED wheels. Solder a short flexible piece of hookup wire from each phosphor bronze strip to the pickup wire, which in turn, goes to the motor.

The Mantua coupler (flat portion) with the shank cut off about 1/8" fits perfectly in the coupler pocket No. 58, which then is glued to the underframe No. 56. (A plastic dummy coupler was glued to the engine pilot No. 11). Refer to Fig. 4 and make and install the coupler release at this time. Fig. 6 shows the construction of the tender grabs. See photos for locations.

Drill out the marker light housings at rear of tender and install two red jewels in the same manner as described for the engine class lamps. A small flat piece of lead weight glued directly in the center of the top portion of the underframe No. 56 will stabilize the tender.

PAINTING

Give the plastic parts two coats of Pactra flat black enamel, which brushes on like velvet. (Incidentally, the WV RR. experimented with other paints including a spray paint and also with other plastic glues resulting in three ruined plastic boilers!) For metal parts, use Floquil engine black. Apply decals in the usual manner, but use a fine brush dipped in Pactra flat enamel to touch up around and inside each decal. Use a sharp knife to scrape off any paint that accidentally gets on the decal. The back-up light should be painted with Pactra chrome silver.

Okay boys, run her out on the ready track! Who said, steam is dead????

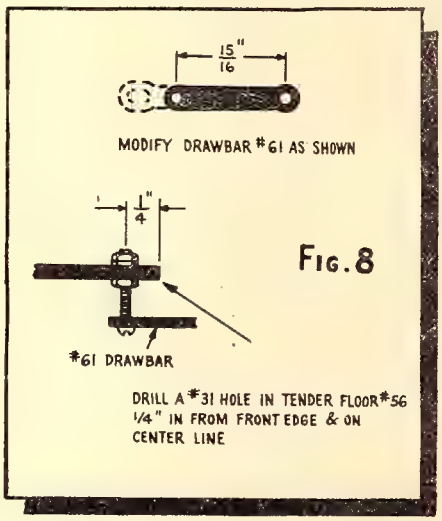
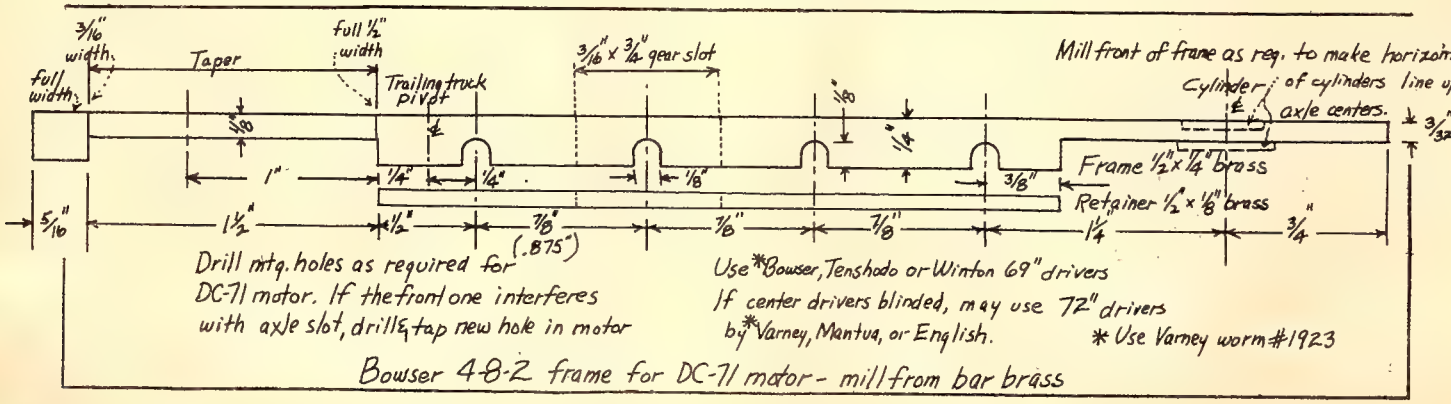


FIG. 8

Use This Frame If You Have No Bowser 4-8-2

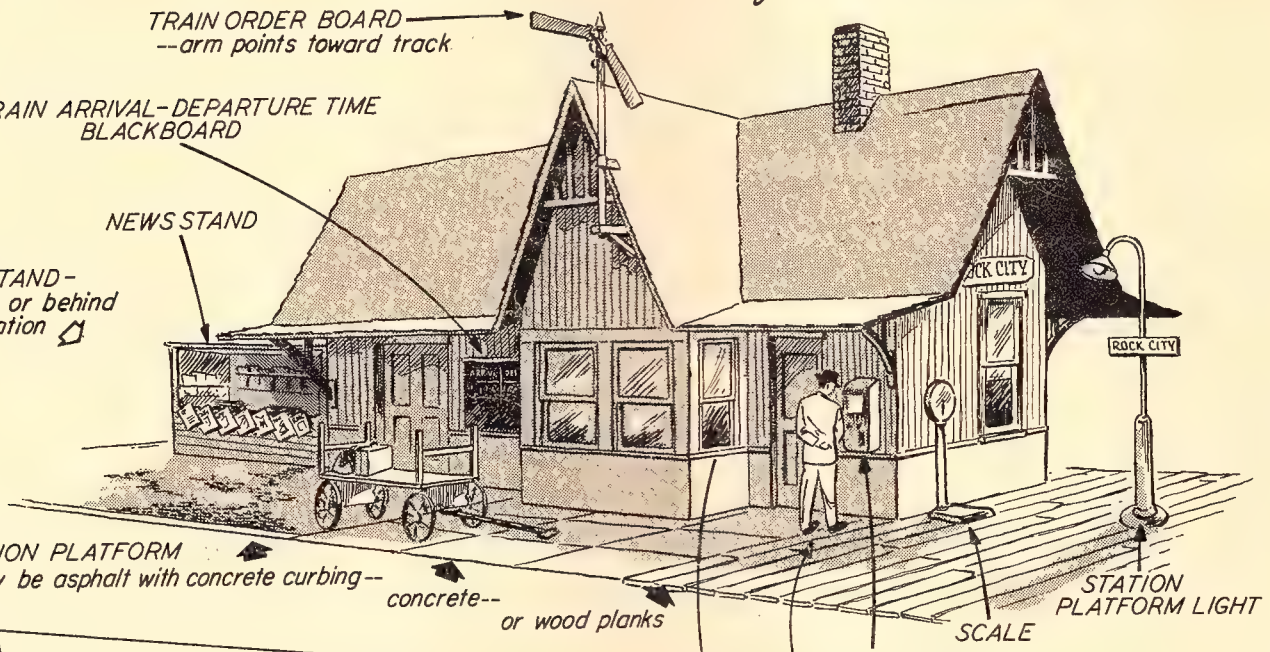
EVEN if you don't own and can't obtain a Bowser Mountain type locomotive, you can still power your dummy plastic Berkshire by milling the frame below from bar brass. This work can be done by any machinist and can in fact even be made on a Unimat.

If you prefer, there are a number of machinists who can do this work for you, supplying either the milled frame alone, or an entire chassis suitable for use on the Berkshire, which of course is converted into a modern 4-8-2 Mountain in the conversion process. The frame has been designed to use a Pittman DC-71 motor. Use Bowser, Tenshodo, or Winton 69 inch drivers. If center drivers are blinded, 72 inch drivers by Mantua, English, or Varney may be substituted. Drill mounting holes as required for DC-71 motor.


3/16" width
full width
Taper
full 1/2" width
Trailing truck pivot
3/16" x 3/4" gear slot
Mill front of frame as req. to make horizontal & Cylinder ℄ of cylinders line up with axle centers.
1/8"
1/4"
1"
1/4"
1/4"
1/8"
1/8"
3/8"
Frame 1/2" x 1/4" brass
Retainer 1/2" x 1/8" brass
3/32"
5/16"
1 1/2"
1/2"
7/8" (.875")
1/8"
1 1/8"
1/4"
3/4"
Drill mtg. holes as required for DC-71 motor. If the front one interferes with axle slot, drill & tap new hole in motor
Use *Bowser, Tenshodo or Winton 69" drivers
If center drivers blinded, may use 72" drivers by *Varney, Mantua, or English.
* Use Varney worm #1923
Bowser 4-8-2 frame for DC-71 motor - mill from bar brass

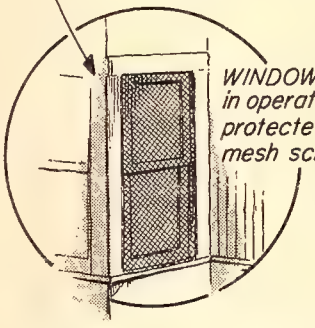
STATION DETAILS

by BILL SCHOPP and BILL LIVINGSTON

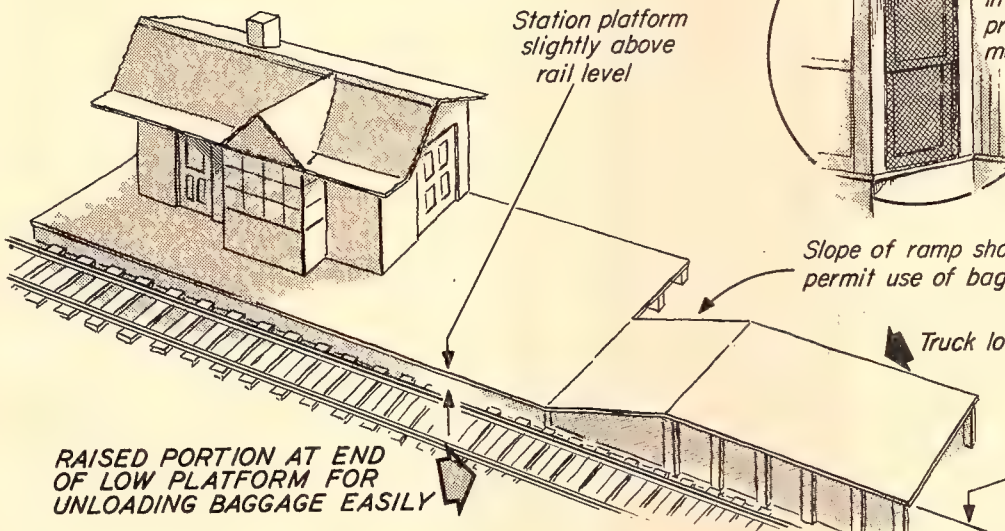

TRAIN ORDER BOARD --arm points toward track
TRAIN ARRIVAL-DEPARTURE TIME BLACKBOARD
NEWS STAND
TAXI STAND- beside or behind station
ROCK CITY
STATION PLATFORM may be asphalt with concrete curbing-- concrete-- or wood planks
STATION PLATFORM LIGHT
SCALE
GUM MACHINE

OTHER SUGGESTED DETAIL--
Bench with waiting passengers
Eavetroughs, downspouts
Crates, boxes near baggage room door
Signs (Railway Express, etc.)

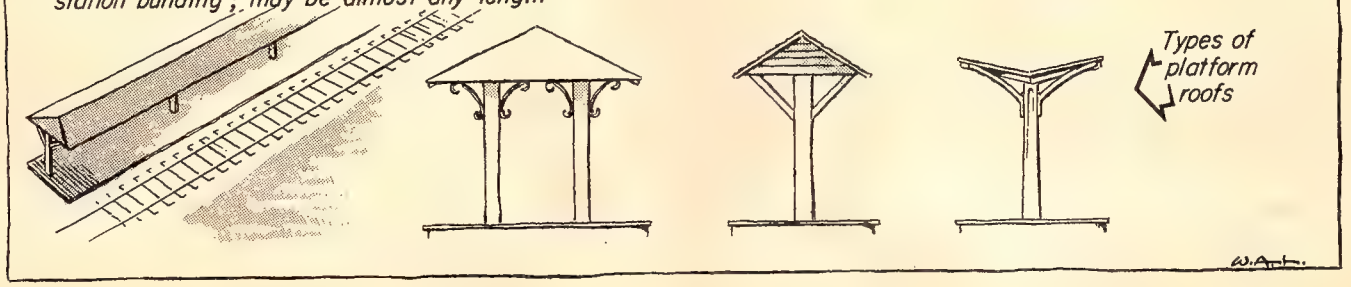
Cut or file base off figures for added realism-- figures in passive positions (sitting, leaning, standing) are more realistic than those walking or waving arms...



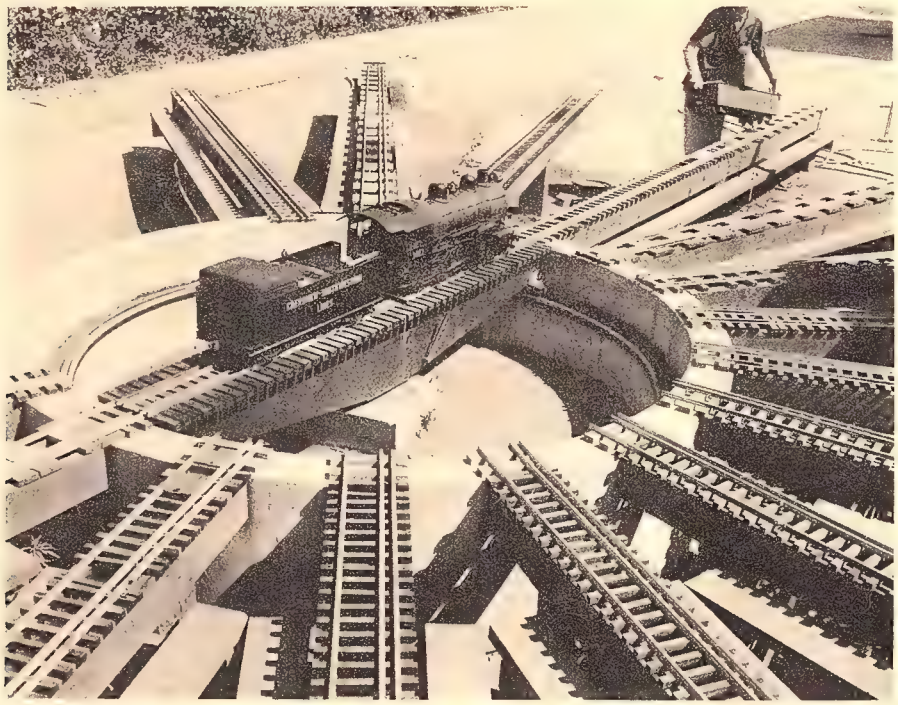
WINDOWS in operator's bay may be protected by heavy wire mesh screening...


Station platform slightly above rail level
Slope of ramp should be gradual enough to permit use of baggage wagon, if desired...
Truck loading area
RAISED PORTION AT END OF LOW PLATFORM FOR UNLOADING BAGGAGE EASILY
Car floor height

ROOFED STATION PLATFORMS---
Roofs are used on platforms at the ends of, or across tracks from, main station building; may be almost any length---



LIVE



Southern California Live Steam Club uses this giant turntable to turn locomotives around. Shown is a 1" scale 4-6-0 ready for the main line after coming off one of the many steaming tracks. Note 3rd rail for use of ¾" scale locomotives; also seat on rear of tender for engineer.

If you really want to do some railroading, there just isn't quite anything that'll duplicate the thrills of real live steam operation.

RAILROADING is said to be the most all-possessing occupation known to modern man, and whether one has ever pulled a throttle or not, it is likely that his years have been haunted by the desire to ride the smoky end and be the engineer of a real panting live steamer.

Because it has all the thrills and railroad problems of its big brother, the miniature locomotive fulfills this desire. This is especially true now that the prototype steam locomotive is rapidly making its way down the old glory trail. Future generations may never know the exhilarating sight, sound, and smell of these monsters as they trailed their plumes of wispy steam, or blew their deep throated whistles in a musical crescendo.

But if future generations won't know the real thing, they will still be able to get a good idea of what it was all like. Live steam locomotive clubs, as well as countless individuals, own and operate miniatures of the real thing throughout the United States and Canada. Here the steamer still operates and you can still smell the hot grease, hear the banshee whistles wail, and thrill at the surging power.

The live steamer usually builds his own, either from scratch in a well equipped workshop, or from kits which have been completed to the limitations of the modelers ability, workshop, and pocketbook. The gauges he builds in are many. There have been a few live steamers built in HO but the smallest practical size has been O gauge **for**

Bob Harpur, of Little Engines, put a 1½" scale 1864 4-4-0 through her paces with a heavy load. Various fuels are used with fast heating fuels favorites: i.e., alcohol.

STEAMERS

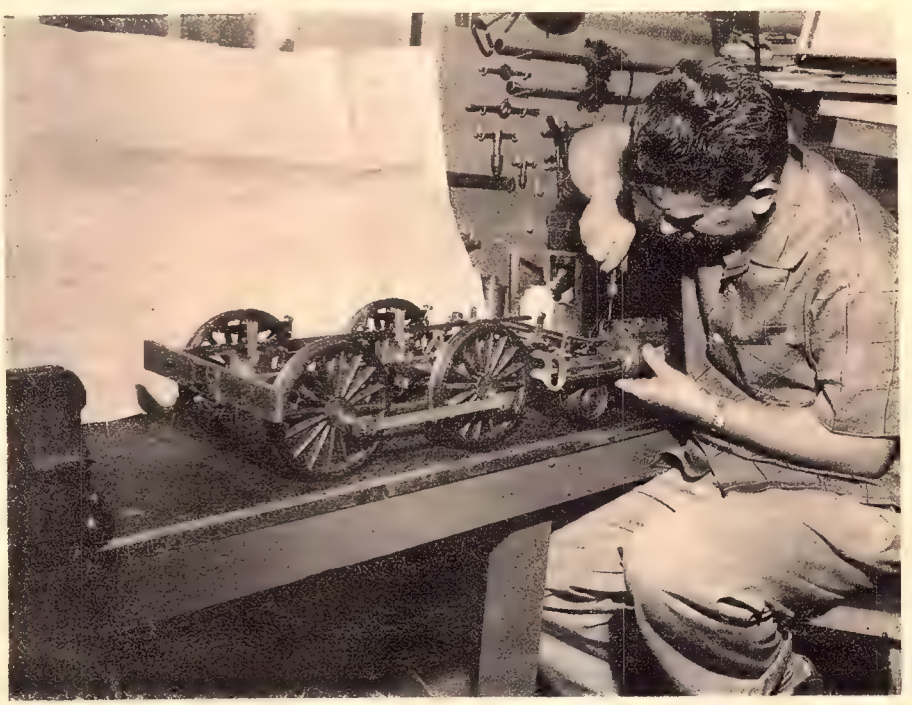
outside use. Live steam is not recommended for indoor use because of the potential danger of fire in case of a derailment.

Although there have been some very successful O gauge live steam locomotives and railroads, live steamers have always preferred the larger scales: ⅜", ½", ¾", 1" and 1½". Outdoor railroads lend themselves to larger scales more readily for many reasons.

Larger gauge tracks hold up better outdoors than do the smaller gauges. Heavier rails, larger spikes, and bigger roadbed are less prone to damage from the elements: rain, flood, extremes in temperature, and such other factors, as automobile tires, animals, and even human siblings!

Even so, there is an even greater reason for the choice of the larger gauges and a glance at the accompanying photographs will reveal it quickly: the larger gauge trains can actually be ridden!

A remarkable variety of kits are available for the potential live steam enthusiast. At their simplest, they are available ready to run, custom built by experts. Easy kits require only the patience of screwing together a multitude of parts, an operation that also acquaints the beginner with the intricasies of steam locomotive design. Machinists can purchase rough castings and do their own work. Some kits for diesels are also available, powered with gasoline motors.



Seymour F. Johnson, president of the Goleta Valley Railroad Club highballs his giant 1½" scale 7½" gauge Union Pacific 4-8-4 on the club track. Think you could lift it?

Cylinder block is applied to a 1½" scale 4-6-0 by Bob Harpur in the Little Engines shop. Completed engine is shown at the left.

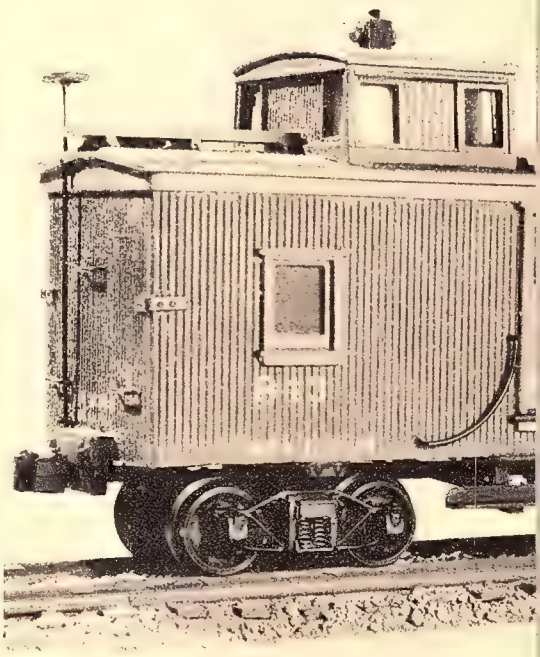
WOODEN CARS

THERE is a certain breed of model railcrafters who pride themselves on being individualists. And as more and more newcomers join the hobby ranks by way of ready to run, you'll find more and more die hards turning towards greener fields.

One such new road to railcraft adventure is the modeling of oldtime railroading as it was at some distant point, perhaps 30 or 50 or even 75 years ago. The further back you go, the more you will be called upon to rely on your own abilities and research, because there just aren't many kits available for these old timers. There is perhaps just enough available so that the modeler can get a good variety of commercial items.

Locomotives are ample, starting with the General, and a choice of ten or twelve different imports. The problem of motive power doesn't become accute until you determine exactly what era you will model. A 1910 railroad will feel completely at home with thirty year old hogs built in 1880, perhaps modernized to the period. But go back to 1900 and you'll have to avoid completely the tremendous strides made in locomotive design between 1900 and 1910.

But those olden days were fun. Trains were shorter because locomotives weren't as powerful as they are



The desire for something different is the reason more and more modelers are going in for old time railroading. Here is one of model railcraft's last frontiers.

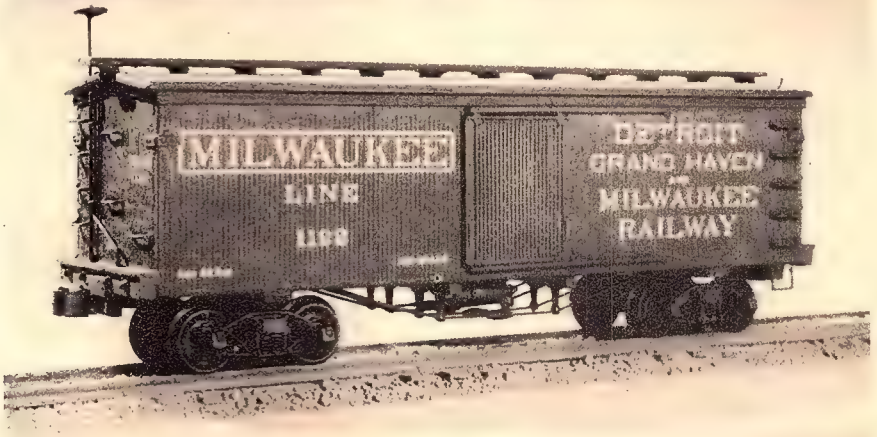
Photos Courtesy Central Valley Models

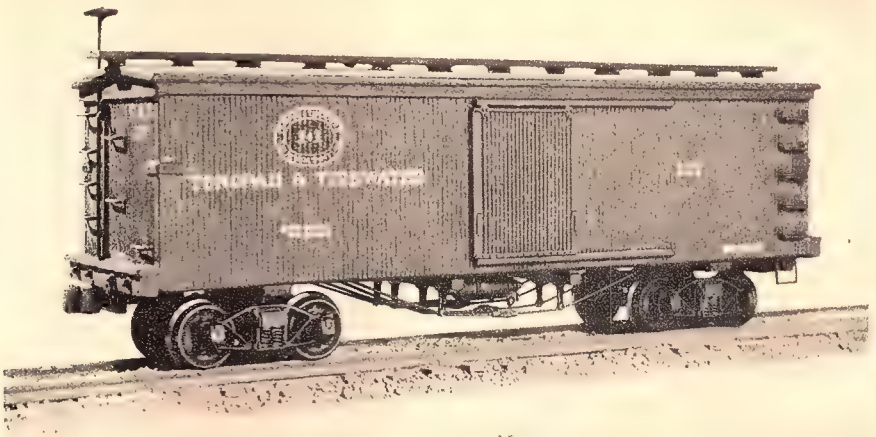
today. Cars, too, were shorter and if you think billboard lettering is something new, guess again. All of the models shown on these pages date back to the 1900 era and they're as colorful as anything seen today.

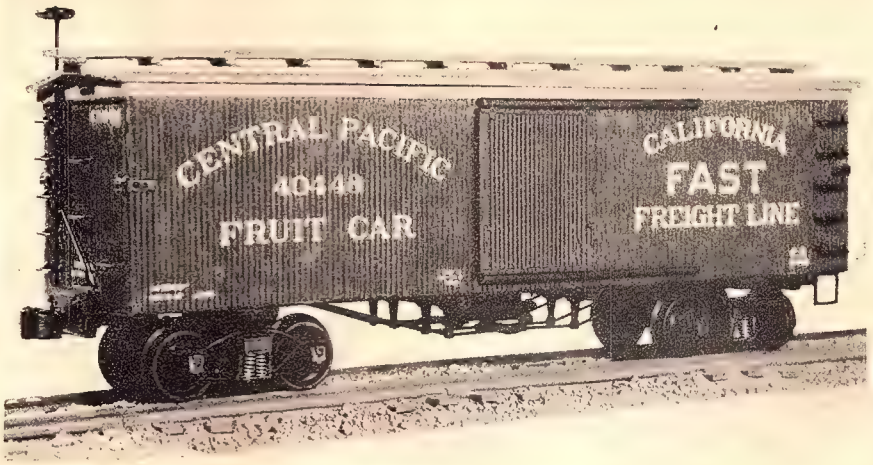
Horse cars were still common in the 1900s and so was gas illlumination. Automobiles were still a novelty and roads were still dirt, excepting cobblestones found in the larger cities. The airplane was still to come and of all the modes of transportation, one reigned supreme. New York was less than a day from Chicago by any of several rail lines. Old 999 was new, creating more of a sensation then than Sputnik would more than fifty years in the future.

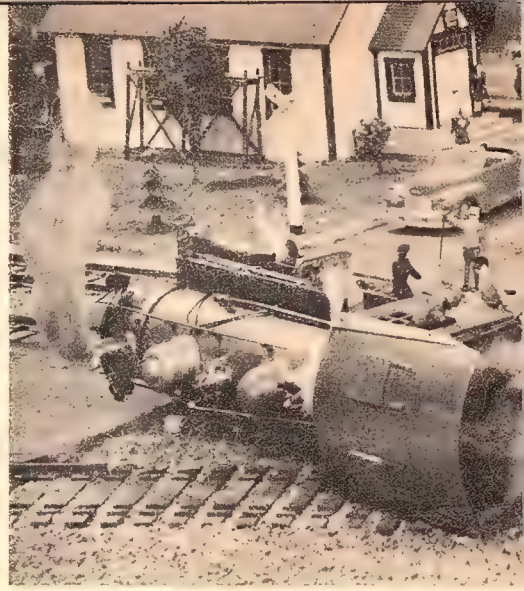
Model-wise, shorter cars, trains, locomotives mean plenty to the space hungry railroader. 30 and 36 foot cars are measurably shorter than the 42 and 50 foot freight cars of today. Shorter cars mean shorter sidings and yard tracks, too.

You'll be on your own when you model the oldtimers. Except for a few plastic passenger cars, there are no ready to roll cars. Those kits that are available are generally of good quality but do take time to build. For anybody wanting something new, a backward step of 50 years can be a lot of fun.









1—Wreck! The most frightening word in the language of any railroader. This one happened on the first run of a new Consolidation on the South Shasta; is due to broken bolt and flailing side rod.

Here's the true story of a wreck on one of California's finest railroads — the South Shasta.

WRECK!
. . . on the South Shasta

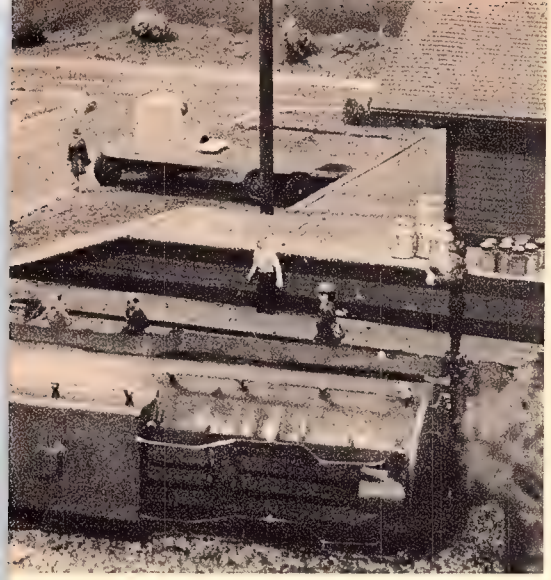
by G. A. Humann

4—The Big Hook in action; a husky 250 ton unit makes quick work of righting the derailed freight cars. Meanwhile tracks block all traffic, making all possible haste in clearing the tracks mandatory.

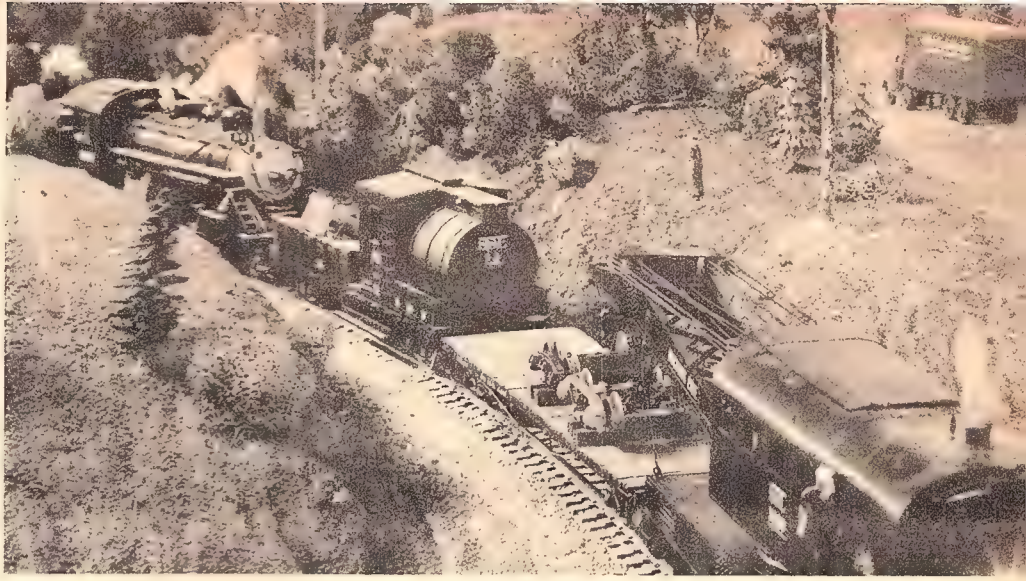
THE call came just as the little consolidation clumped over the switches into the engine house from her trial run. Local freight X2348 was due out, but her regular engine 2348, a Ten-Wheeler, was having brake trouble and another engine was needed.

The 2-8-0 was spanking new, built right in the South Shasta Shops. Small, powerful, with her 50 inch drivers, her purpose is helper engine on grades for through freight 624. Though the Consolidation had only been lightly tested, she was thought ready for the road except for number boards and a paint job. The paint job was given no heed, as it is the policy of the company to break in all locos before painting as any defects can be found and welding done much more readily. As to the number of boards, the urgency of the call overruled that, and she did have her markers. So the order was given, and at 6 PM on Friday, Sept. 27, 1957, the little 2-8-0 was coupled to the local freight train in the place of engine 2348, northbound, destination Anderson.

Operators along the line were advised of the change and reported the 2-8-0's progress the same as for any other train. Before long the report came in from Red Bluff. She was approaching the depot at slow speed on the main line. She was almost to the depot when a shout went up "Opera-



2—Will she explode? Hissing steam escapes from virtually every flue and pipe but the curious come nevertheless. In fact looks like the wreck even broke up the Ladies Aid card party at the local church.



3—Atlantic No. 3053 steps along as briskly as the Rule Book allows going through Hooker Cut, enroute to the disaster at Red Bluff. No diesels have as yet been introduced to tracks of the South Shasta.

tor," "Something is wrong. Her rods are loose and flailing about. Oh, No! She is turning over! Call the hook!"

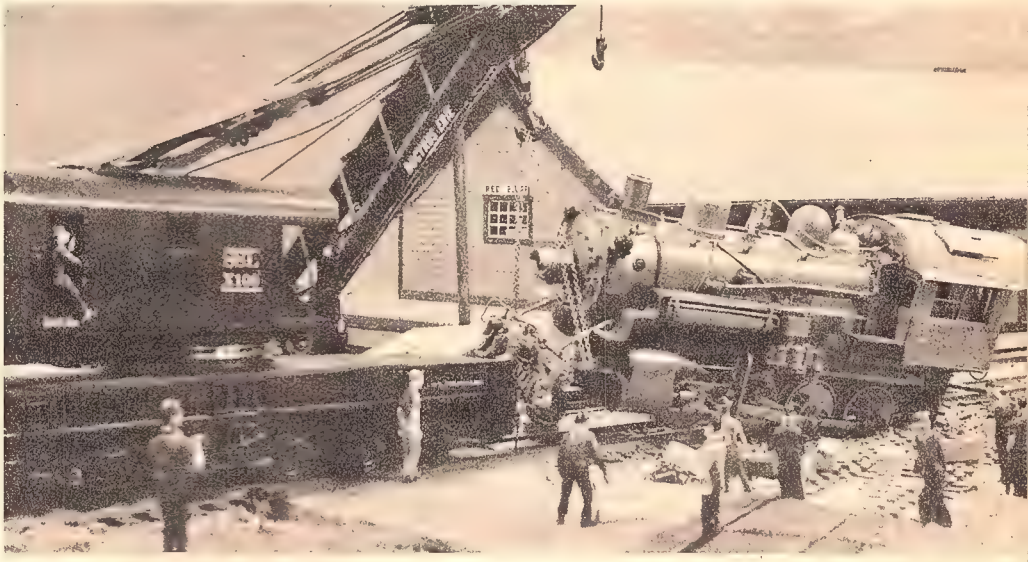
WRECK! A word seldom heard on the South Shasta, and the big hook was called from end of track. Engine 549, which worked with the big hook, was low drivered and slow, So, since the main line was blocked and local passenger 201 would be tied up in Anderson, her engine, 3053, was used for the task of transporting the big hook to the scene of disaster.

Upon investigation, it was found not to be as serious as first supposed. The Fireman had a badly scratched arm, but miraculously, no one was hurt seriously. A driver pin had crystallized and broken, letting the rod fall to the ground. Twice the loose end of the rod, in its flailing motion, had entered the packed ballast and given the engine severe jolts which warned the engineer that something was seriously wrong and he had wiped the clock. The third revolution of the wheel, the rod connected with a tie and turned the engine over. Three freight cars followed suit, a box and two lumber cars. There was some damage to the contents of the box car and a sprung truck. The engine and tender suffered bent piping and hand rails.

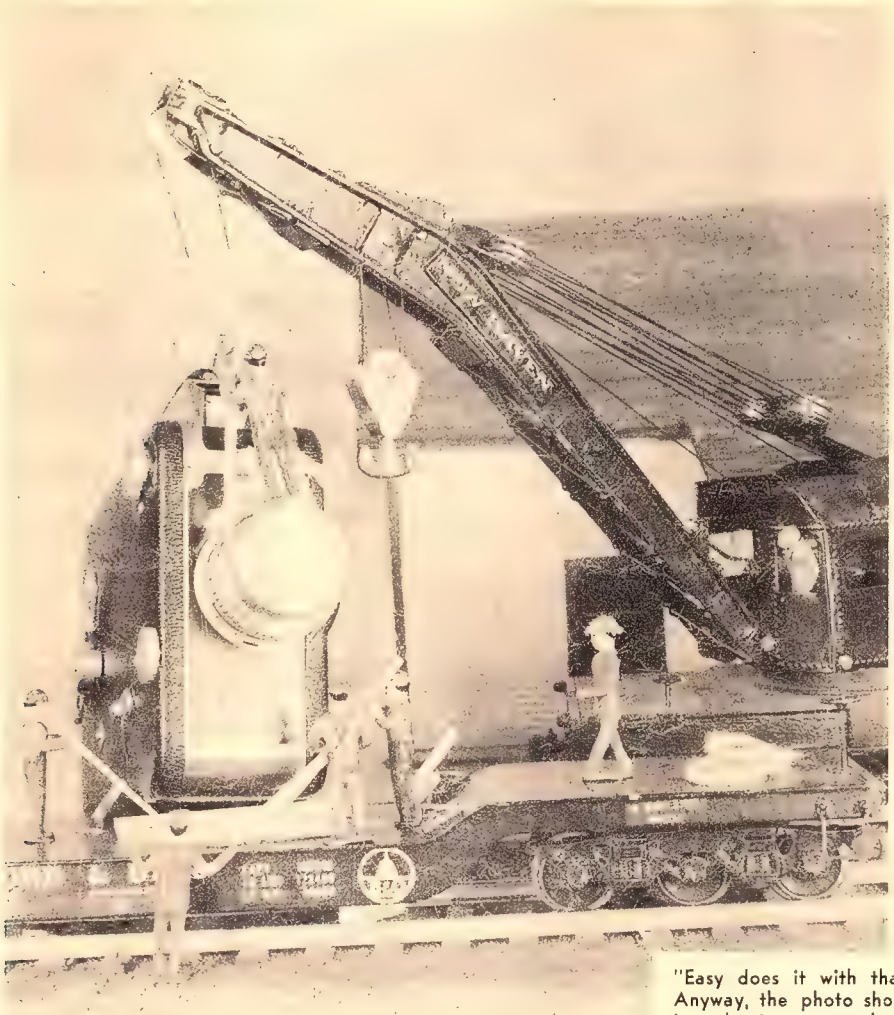
The 250 ton hook handled the freight cars and tender with ease, but the locomotive was another story. Though extra ballast was piled on, it was thought for a while that the one hook, which is all the South Shasta owns, wasn't going to make it, but the 2-8-0 soon had her feet once more on rails.

All facts and incidents in this story are true and actually happened on the South Shasta. No scenes were faked, and only the figures were moved to proper position. Blocking and changing of the big hook was, of course, done by Humann hands.

5—Only extra ballast and the skill of the crane operator got the 2-8-0 back into an upright position. Note reversed positions of the rear counterweights! Doesn't look like too much damage was done.



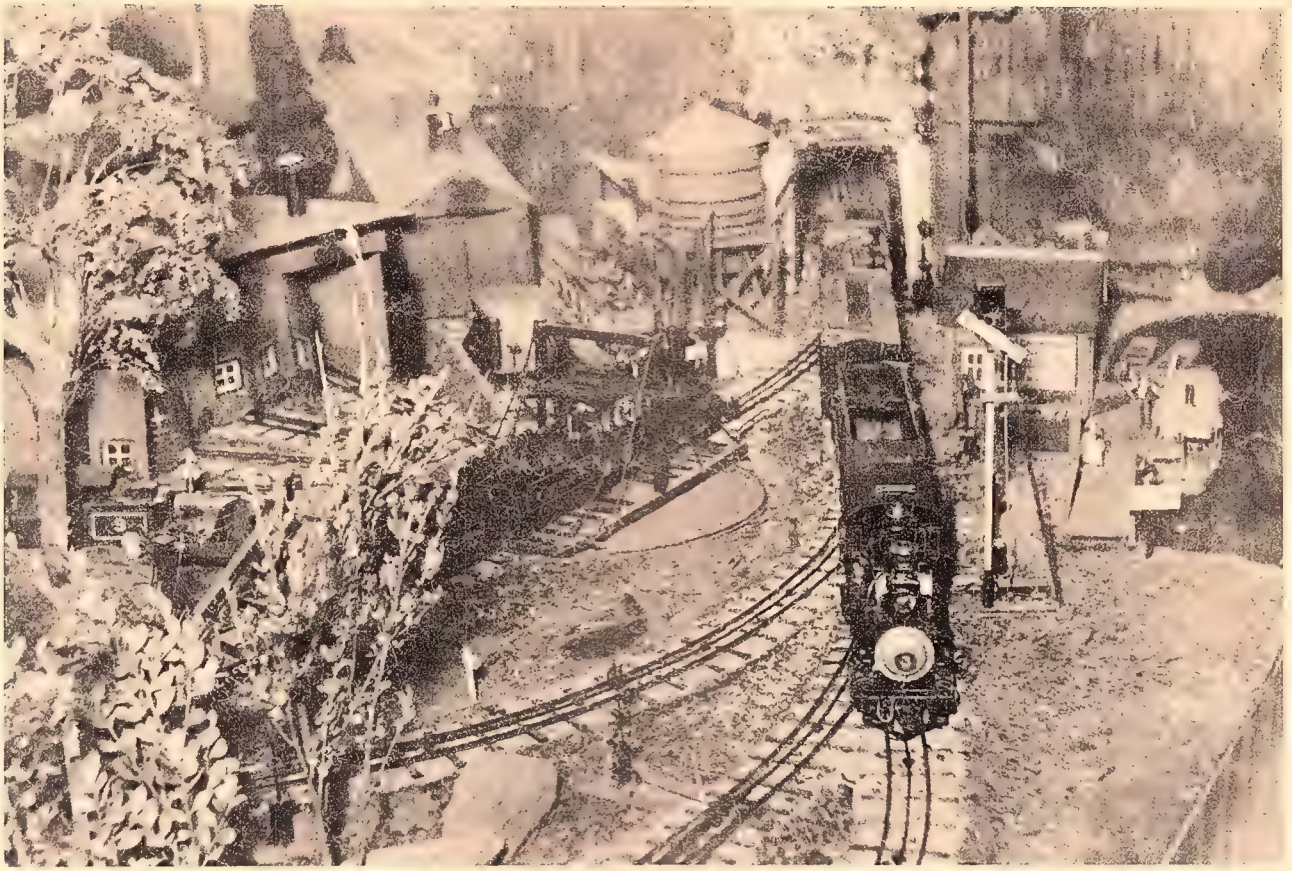
6—Job completed. And in the shadows of Mount Shasta, the Blue Bonnett, crack limited, eases by Red Bluff station. She's somewhat late but big Pacific will make up some of the time with fast running.



YOUR MODELS OR LAYOUT BETTER THAN THESE? $5 OR BETTER FOR ANY PIX USED HERE. RMC, RAMSEY, N. J.

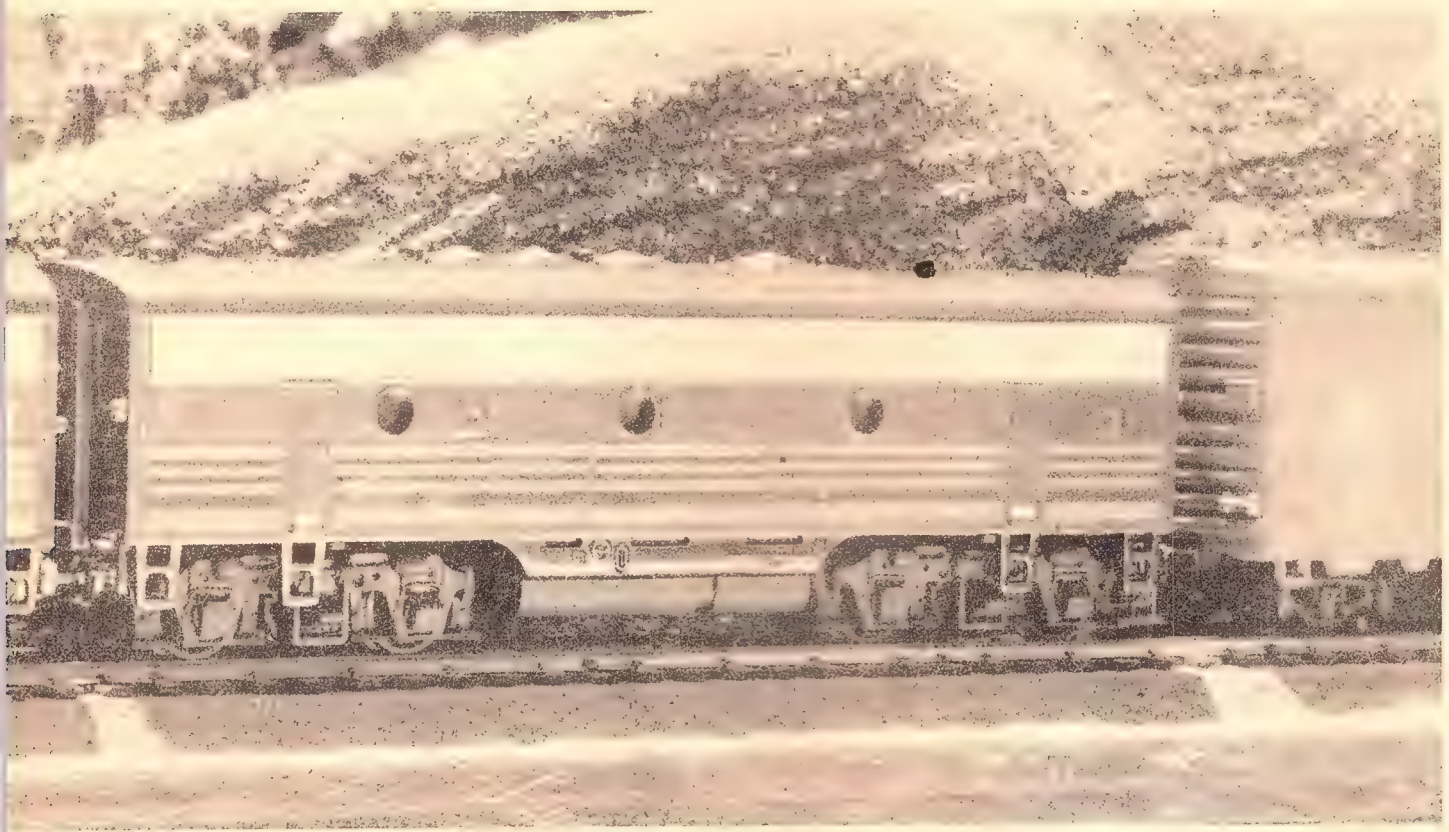
ALONG THE BOOMER TRAIL

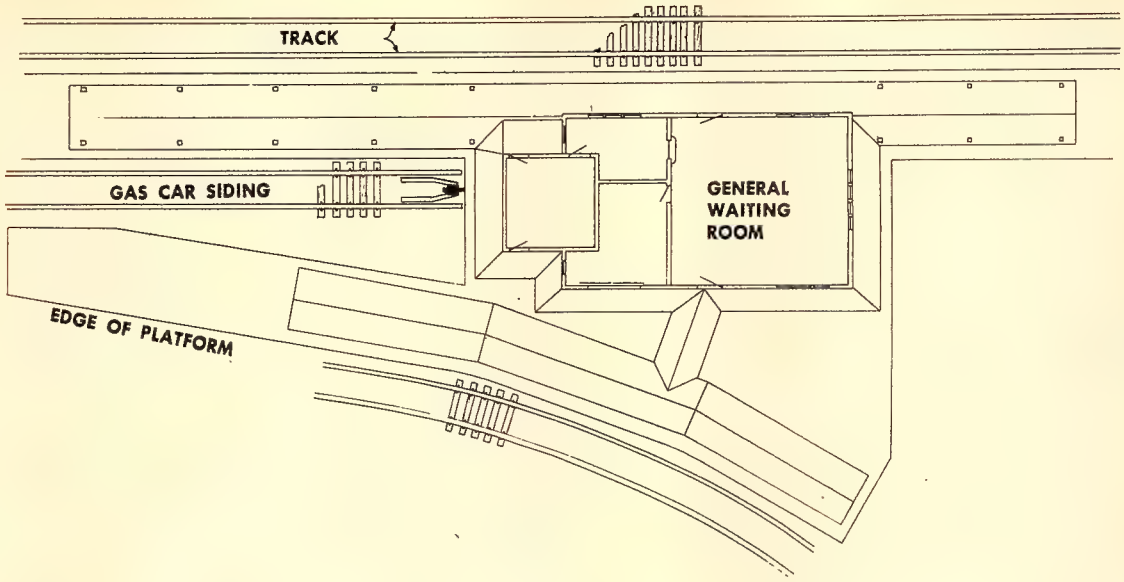
"Easy does it with that load, fellers. This dang thing is fragile!" Anyway, the photo shows the lengths that some modelers will go to in order to get good movies of their pikes, and not even movies of the real thing can beat for thrills the scenes possible from a depressed center flat car such as this. Camera must be screwed fast to the car and be equipped with time action button for best results.

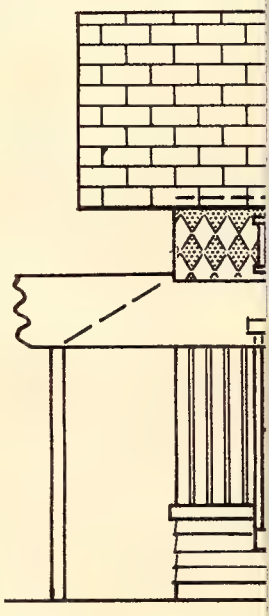


Another view of the On railroad of Hugh Boutell, narrow gauge pioneer. The Pine Cone Valley was written up in the Jan. '57 issue. This view is of terminal at Steep Falls. Everything shown was hand built by Boutell.

Bruce C. Bowden, 1836 Georgienna, Sumter, S. C., is one railcrafter who thinks plastics and decals offer terrific opportunities and he sends in this glistening F-7, decked out in Boston & Maine maroon. B&M maroon is one of the most attractive colors in use on Eastern pikes especially when fresh from the shops. Lettering was done with decals.







JUNCTION STATION

by

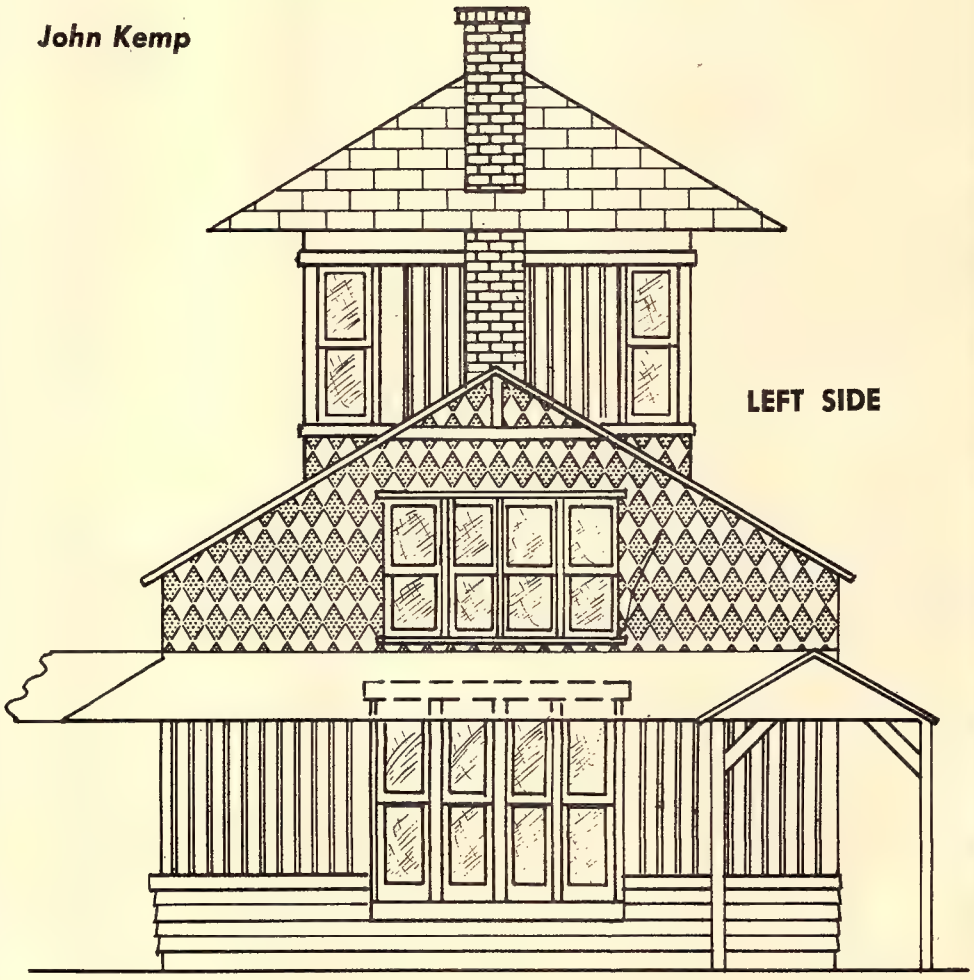
John Kemp

OF the many things that make railroads so fascinating to the hobbyist, the junction is one which sends the imagination whirling. Here is the spot where the local waits for the lone passenger getting off the crack limited. This is where the old gas-electric car is stored between runs, sandwiched between the busy mainline track and a weed-covered, cinder-ballasted branch line. This is railroading in the grand tradition, with mainline and branchline action, welded together by the rickety old wooden junction station.

This station is a composite of several and can be termed typical of its period. Construction can be alternatively wood, cardboard, or a combination of both, depending on your preferences and the dictates of your favorite gauge.

Cardboard (bristol) would be the material to use but for looks and permanence, the use of wood strips and sheet is best. The model is built by first making an inner lining of 1/16" or 1/8" sheet wood to which are cemented the strips of wood siding, window sills and other necessary inserts. While the plan indicates use of both clapboard and vertical batten construction, with liberal use of shingles, rebuilding through the years could change this to brick, stone, or some other type of wood siding. Your hobby dealer probably has a good selection and the advertising pages of this magazine also list available sheet woods in a variety of sizes, styles, and shapes.

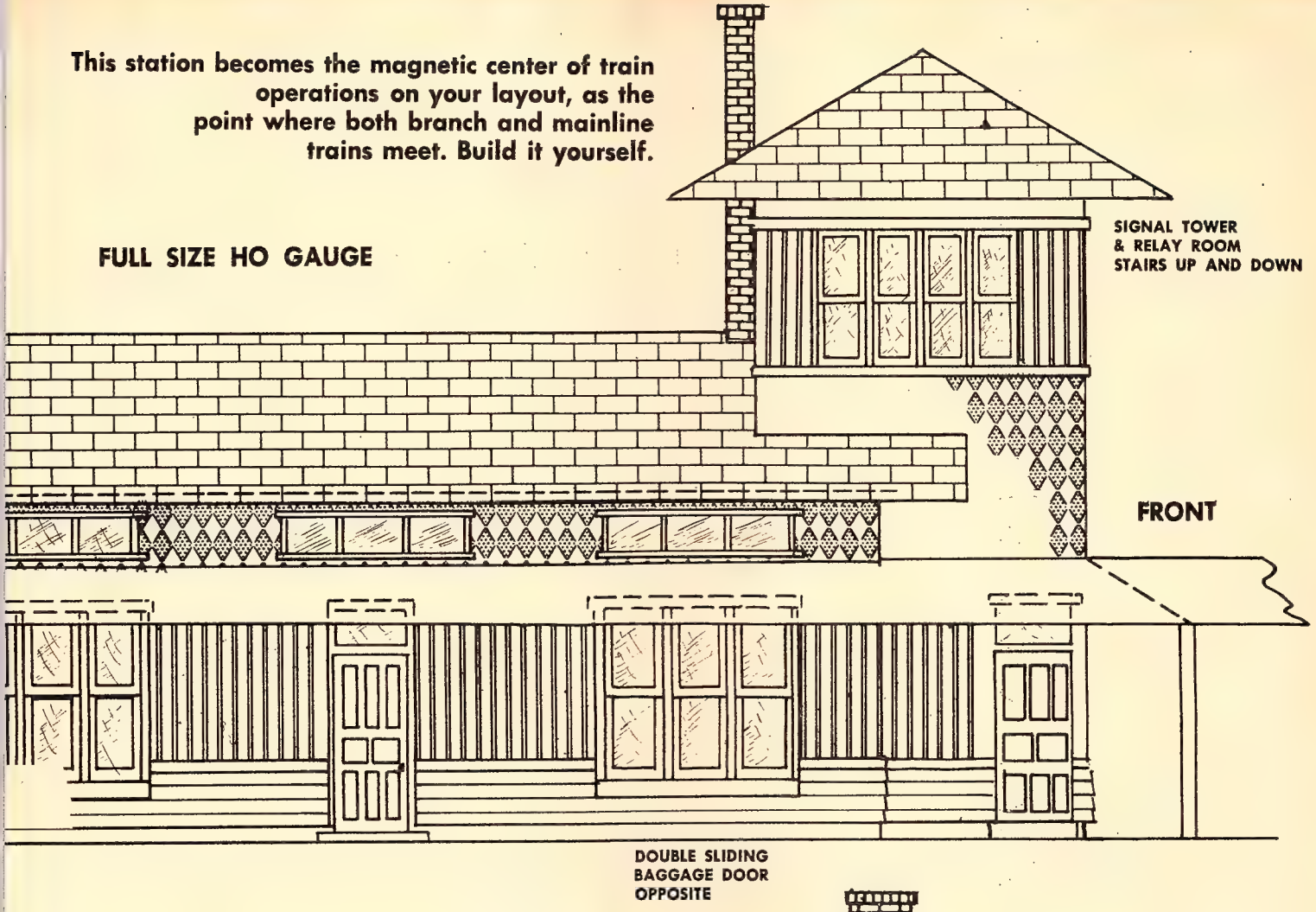
The tower at one end of the depot is a signal tower serving the main line and branch line turnouts in the immediate area. While accessories are not



LEFT SIDE

This station becomes the magnetic center of train operations on your layout, as the point where both branch and mainline trains meet. Build it yourself.

FULL SIZE HO GAUGE



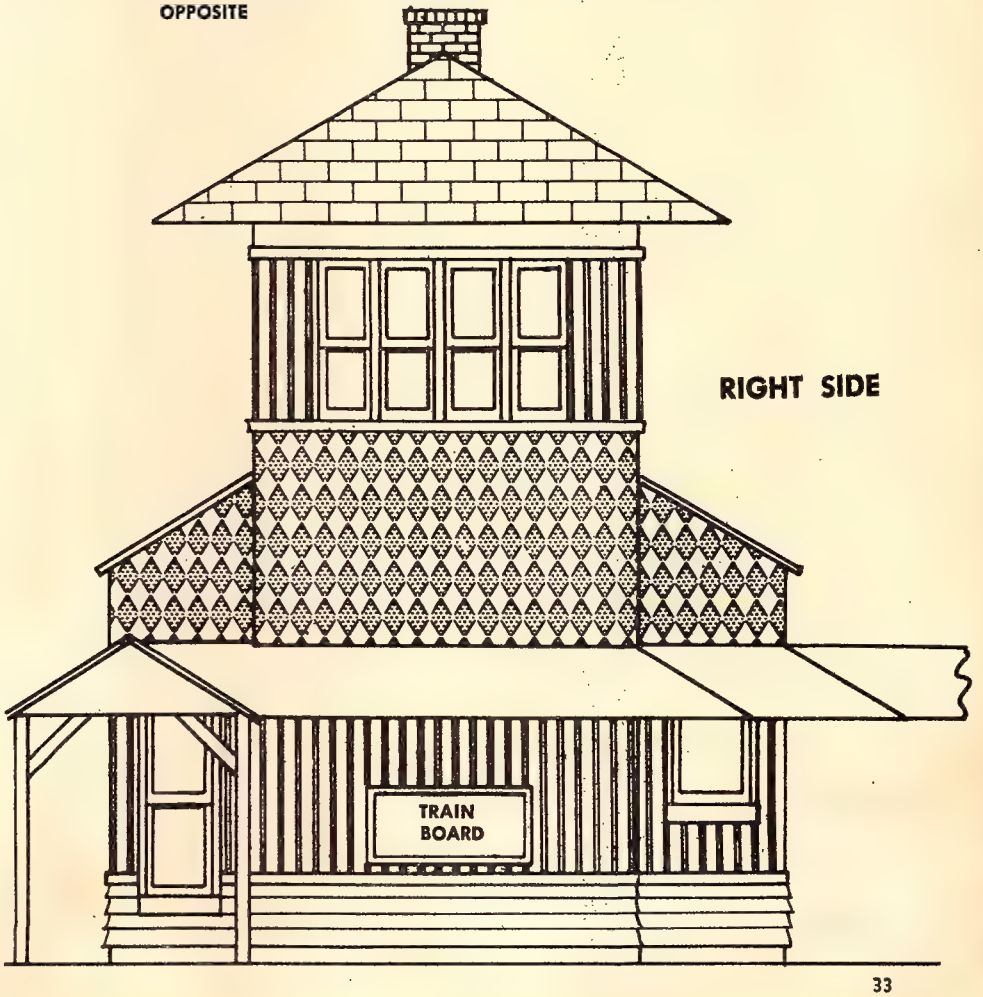
indicated, other than perhaps the one bulletin board, the station is large enough to support many: figures, baggage and hand trucks, a scale, a newsstand, benches, candy or cigarette machines, and as many signs as can be thought up to fit your railroad.

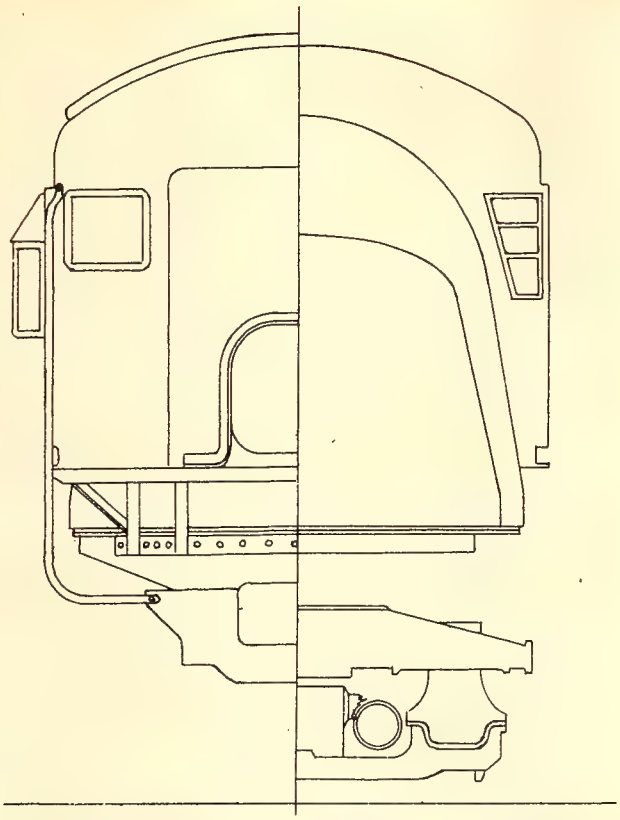
A suggested station layout is also given, which includes two mainlines, one of which is probably a branch or the mainline of another railroad or even an interurban line. The short stub siding has been planned to hold either a gas-electric (or modern RDC), but we'd also like to see a baggage or RPO car stored there, or even a company business car.

The station is quite a good size. For the very small railroad, it could also serve as the general offices and be the point at which the small line taps the big road.

Color? Paint the station to match the other stations along the line which **should** all be the same color or colors. With few exceptions, all buildings of any one railroad are all painted in matching colors.

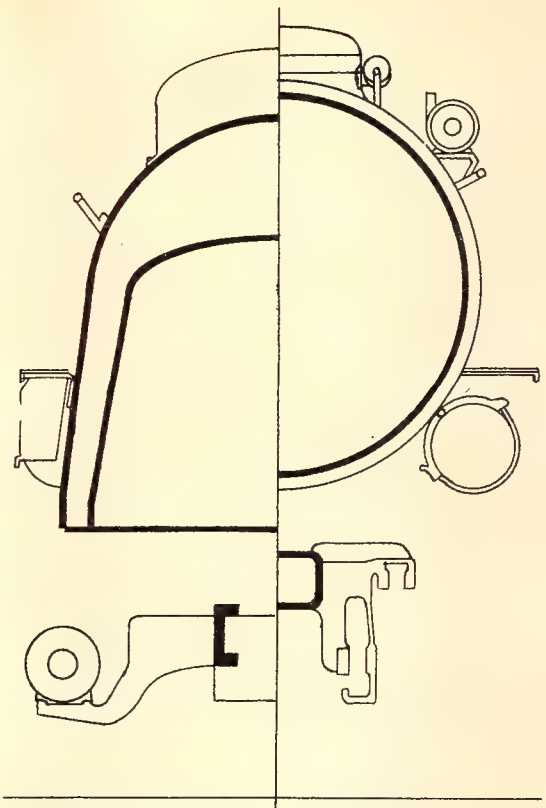
Chances are that some modification of the platforms will be necessary to adapt this station to your layout. The asphalt or cement platforms can be made from a plaster mix tinted the right color with dry colors. Platform height should be about flush with the rail heads.





rear view
left side

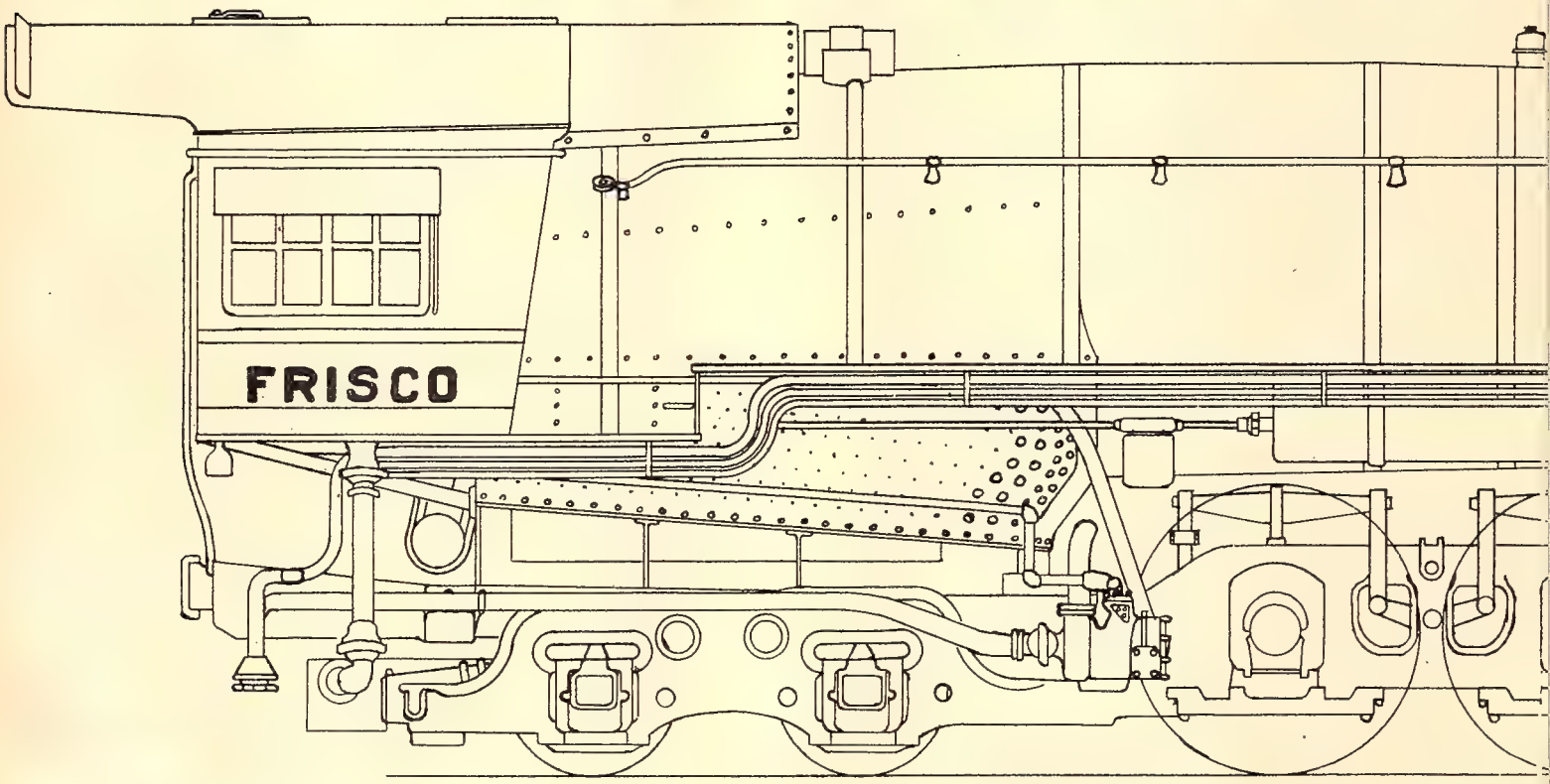
section
thru cab



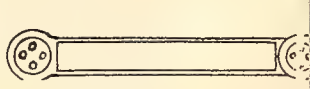
section thru firebox
right side looking
forward

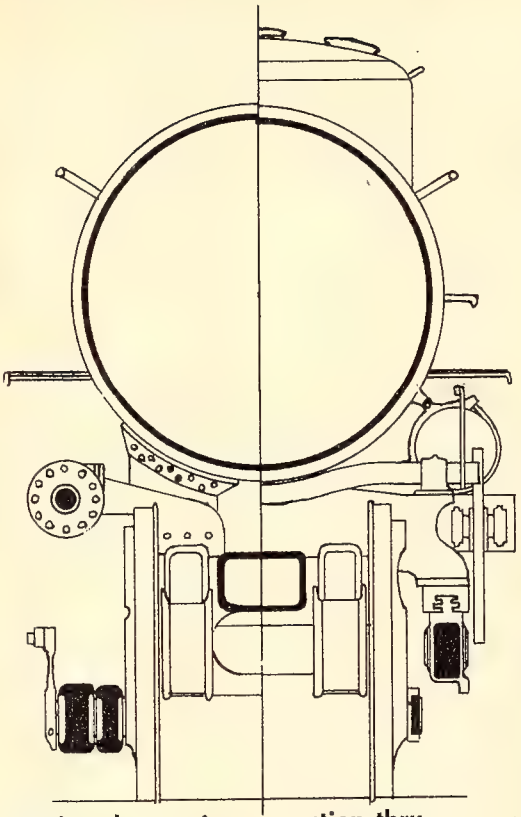
section thru
steam dome left
side looking rear

ST. LOUIS-SAN FRANCISCO 4-8-4



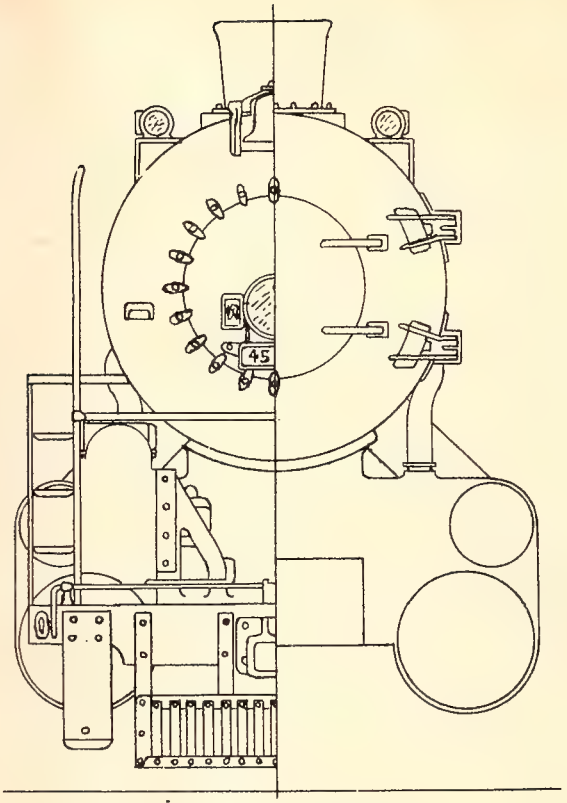
side elevation





section thru main driver right side looking rear

section thru front driver right side looking forward

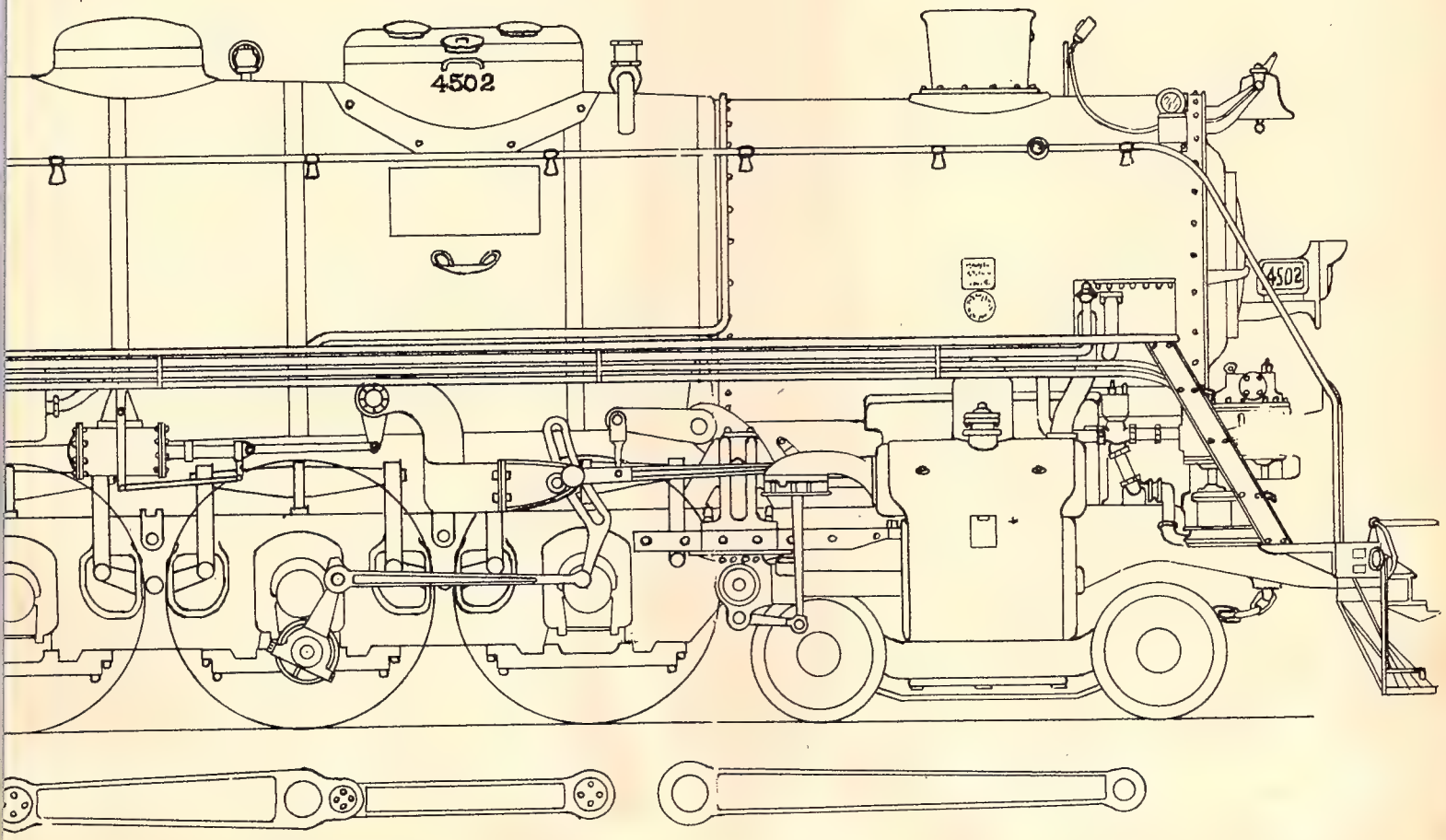


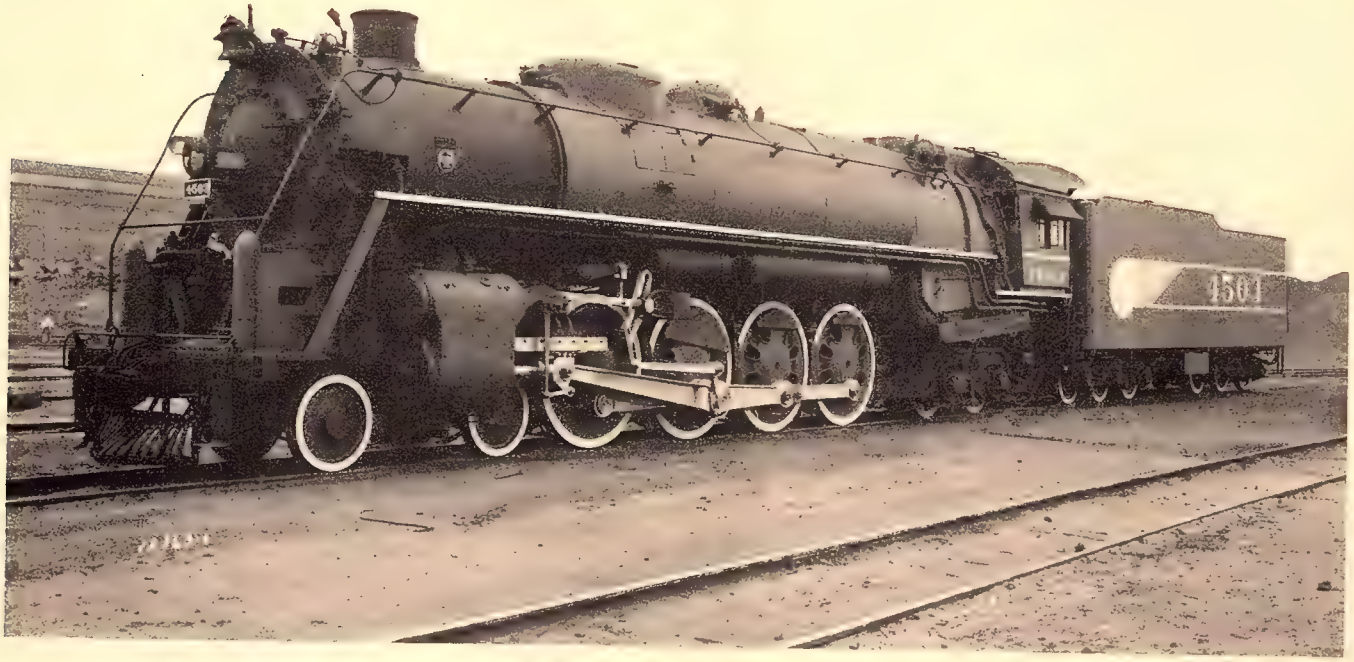
front view

section ahead of cylinders

DATA COURTESY FRISCO LINES

FULL SIZE O SCALE

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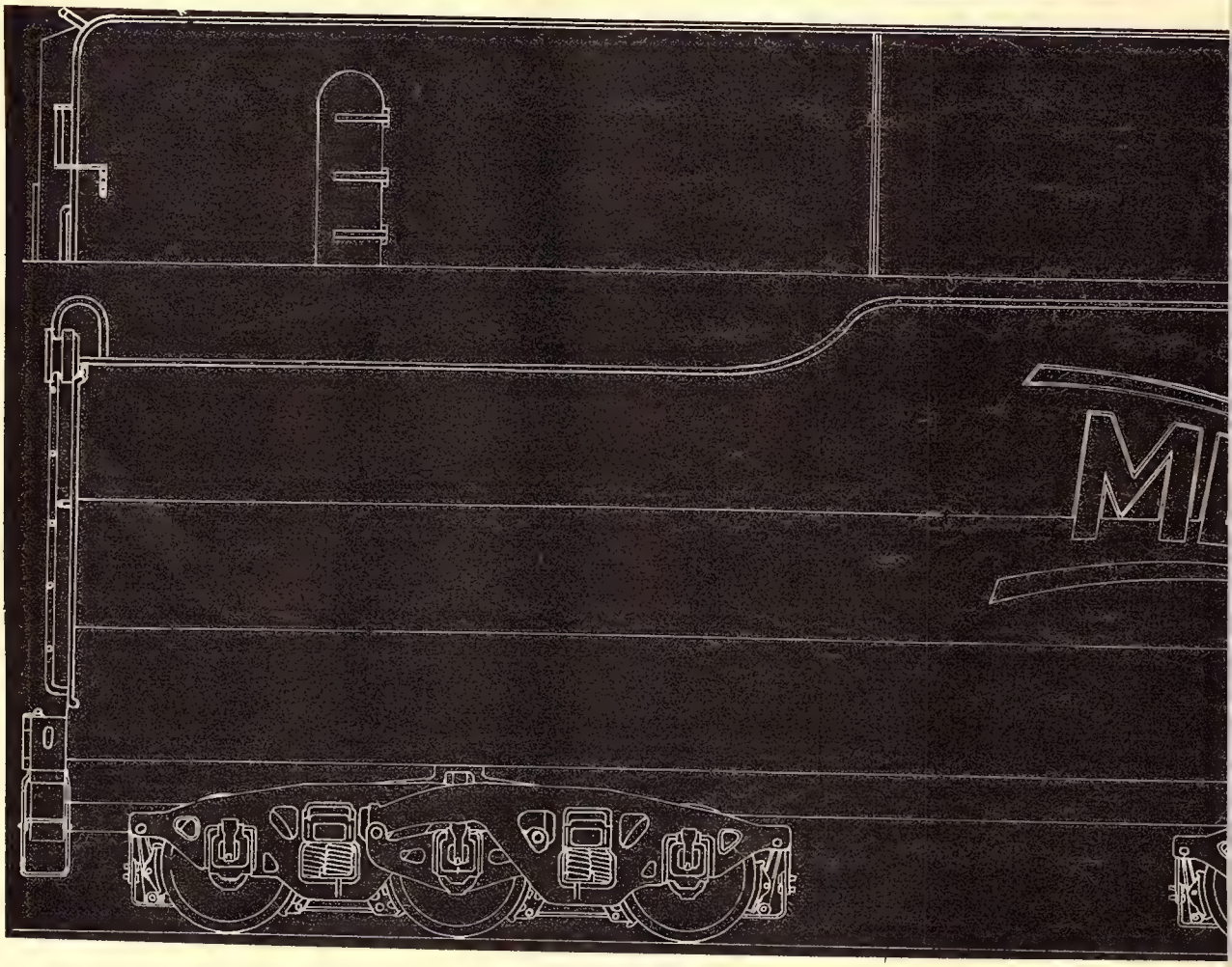


GENERAL SPECIFICATIONS

Whyte Classification — 4-8-4
Cylinders — 28" diam., 31" stroke
Valves — 14" piston type
Length — 105' 2¾"
Width — 10' 11½"
Height — 16' 1"
Booster — Franklin Type E

BOILER

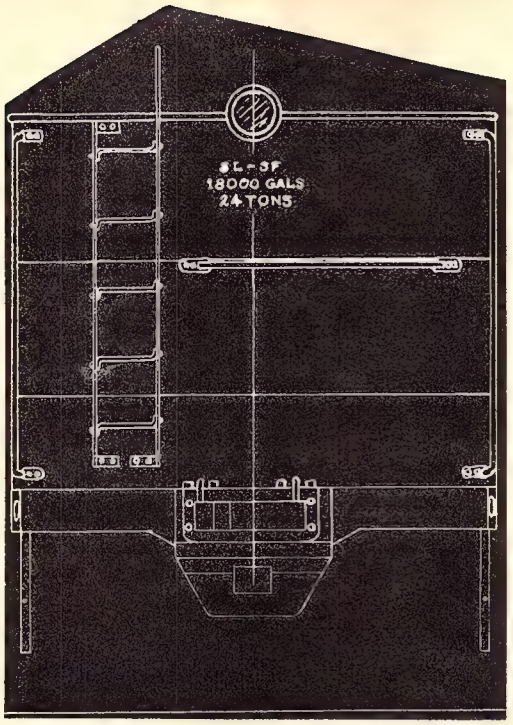
Steam Pressure — 255 lbs.
Rated Tractive Effort
Engine — 71,200 lbs.
Booster — 9,600 lbs.
Total — 80,800 lbs.

TENDER CAPACITY

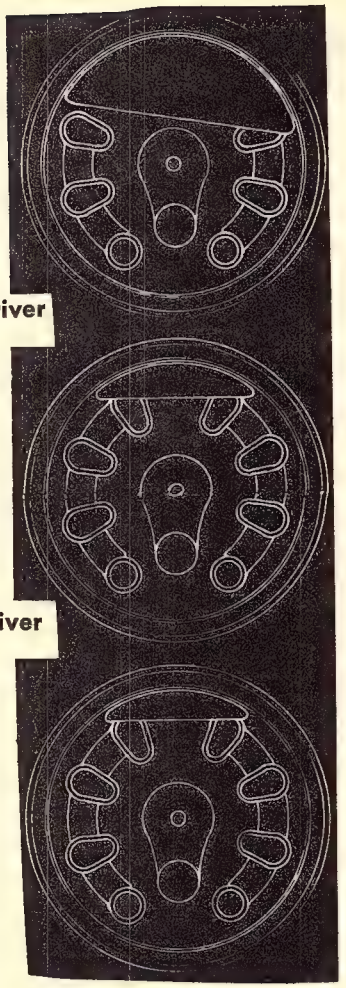
Water — 18,000 gal.
Oil — 6,500 gal.

WEIGHTS IN WORKING ORDER

Front Truck	76,290 lbs.
Drivers	279,840 lbs.
Trailing Truck	108,720 lbs.
Total Engine	464,850 lbs.
Tender	346,200 lbs.
Total, Engine and Tender	811,050 lbs.



rear view

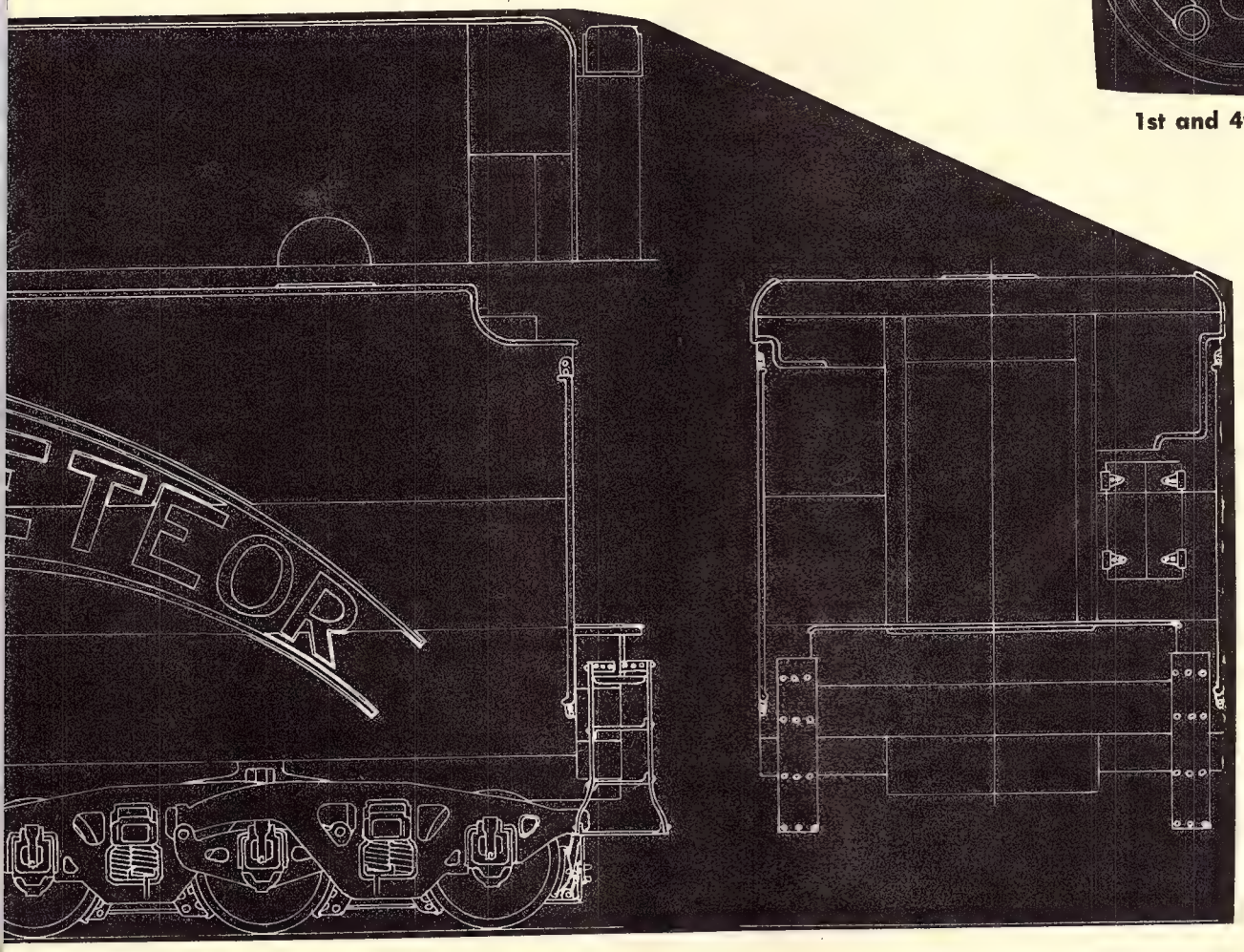


2nd driver

3rd driver

1st and 4th drivers

FULL SIZE O SCALE



Diesel Conversions for the TINPLATER

by Howard Wyrauch

Convert those dummy diesel units into hefty haulers for your O gauge hi-rail layout. The easy to follow instructions given here will bring otherwise unobtainable motive power to your road.

PROBABLY the most obvious thing that separates the true train hobbyist from the Christmas garden variety is those things he made himself that sets his pike out as different. In these days of ready-to-run, even in the sacred HO field you haven't really had that grand feeling of accomplishment if one of the locos that pound down your high iron wasn't built in your own shops.

The opportunity in Hi-rail tinplate has been practically non-existent since the days of Lionel' Build-a-Loco (remember those?) unless you're a scratch-builder, and as most of you know, that takes a lot of "scratch" and builds into even more time.

Without even knowing it, the Kusan company provided the answer, at least for me. Last Christmas they introduced a dummy Alco diesel freight train that would run on "O" gauge track. It didn't take Lionel fans long to realize that the engine was almost the identical twin of the 2030 series made by that company during the '40s and one of the best dollar values of the Lionel line. The 2030 had magnetraction, ball-bearing worm drive motor, and a horn. I reasoned that if the bodies were identical the inner workings couldn't help but fit.

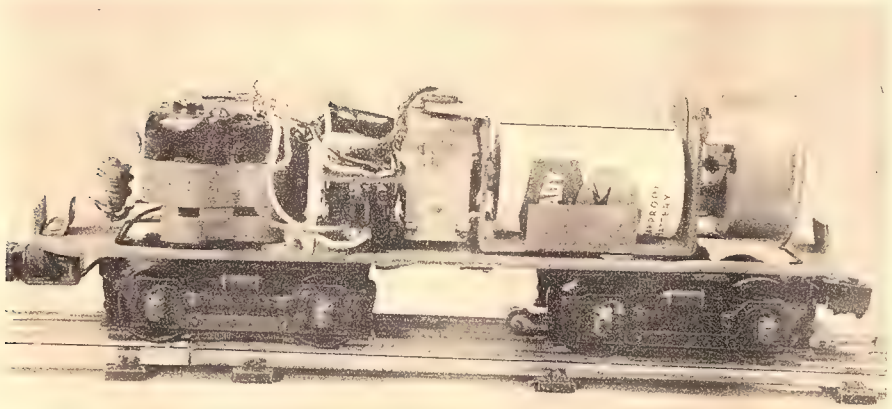
They did. With the help of Lionel's spare parts department and Hobby House of Cleveland I put together the Pennsylvania twin-A unit you see in the photo. The bodies were spray-painted and though the color is not prototype (prototypes are too dirty anyhow) it has a professional appearance. The decals are by Champion.

It would be difficult to say how much this job cost me to make, since I had on hand a spare truck from a Lionel 2032 I converted to 2-motors and the reverse unit is from a discarded engine, but my guess is that, starting from scratch, spare parts would cost about $18.00.

With the knowledge gained on this I embarked on another conversion. By this time Kusan had come to realize (perhaps through letters by railfans like me) that their "push train" had nobler possibilities and brought out their own well-known line of kits. Now the painting and decaling was unnecessary since Kusan had a number of well-known U.S. railroads represented, including the colorful New Haven.

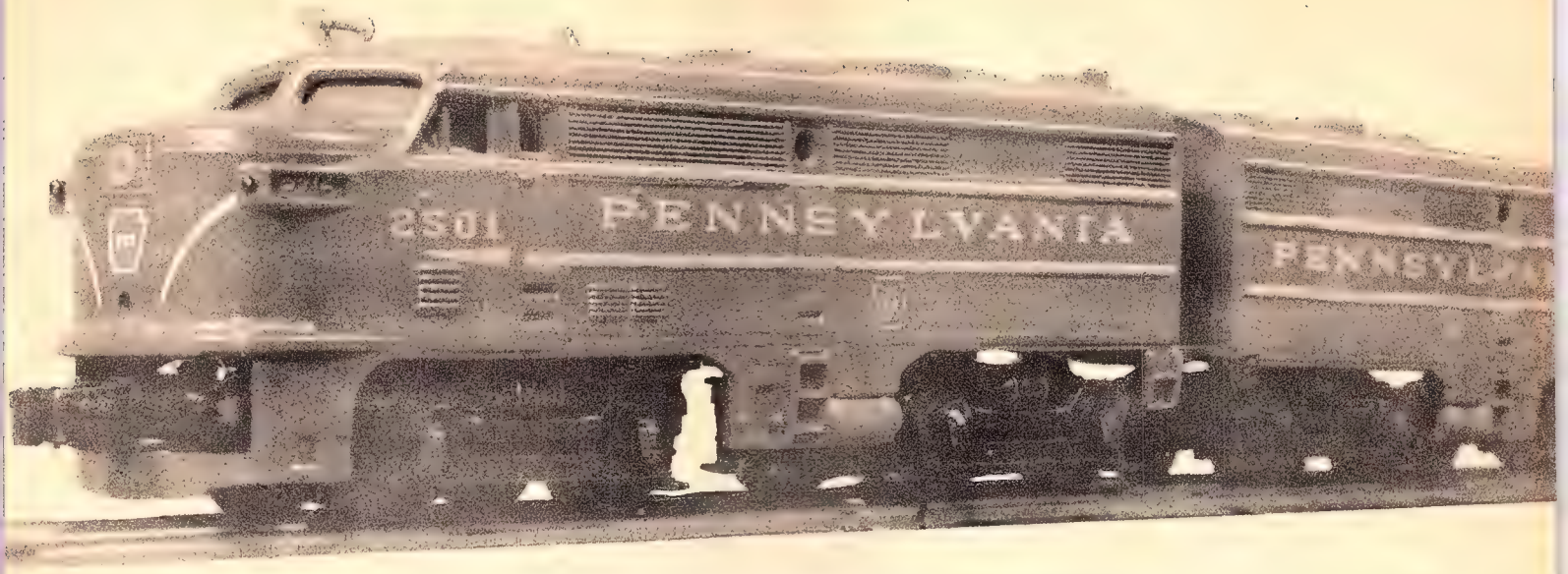
From two dummy NH kits and two old Kannon-Balls sawed in half to make a "B" unit emerged my New Haven triple header of questionable parentage pictured at the start of this article.

Beginning with first the "A" unit, I constructed the floor plate of 1/16" steel as shown in Fig. 2. Since the reverse unit in this was Lionel's a hole, was cut for it (dotted line). I made



ABOVE: Innards of the Pennsylvania locomotive shows the Lionel motor unit, American Flyer reverse and home made battery bracket, relay and horn The twin-A unit appears at upper right, lettered with decals.

BELOW: Powerful A-B-A unit built by author from dummy kits and parts from several sources. B unit was created by sawing two dummy A units in half; welding them together with styrene cement. Unit hauls well.



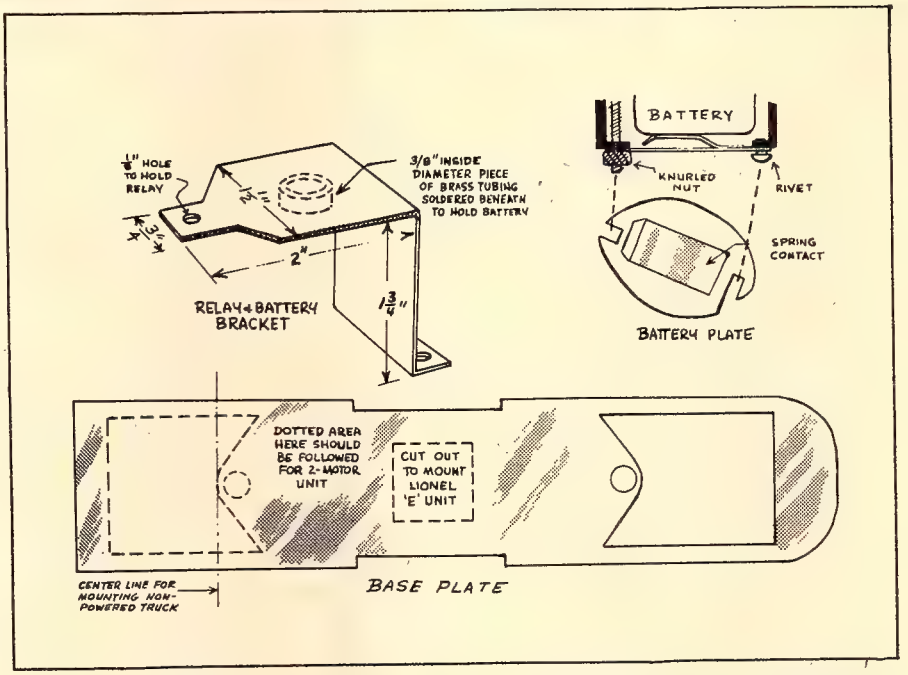
the bracket to hold this from an 'L' shaped piece of steel. It can also be bought as Lionel spare part No. 622-52.

Actually the Kusan base can be used, with Lionel motor mounting plates (part No. 622-188) if the plastic is carved out to conform with the sketch shown. I used the metal base to simplify electrical grounding and to add additional weight, although the latter is not so necessary with two motors. The thick rubber washers you see in the photo are needed to make up the difference in thickness in the metal base I substituted for the Kusan base, and help deaden the noise that hollow plastic bodies can generate.

With two motor trucks, I had to think of a means of obtaining current through the middle rail. I used the method shown in the photo, mounting old Lionel car pickups. A wire could also be run to the "B" unit to furnish current.

The Lionel motors attach to the trucks with a ⅝" 6-32 bolt, with the pin on the motor fitting into a recess in the truck on which it swivels. When this has been done, the truck should swivel freely. If it does not a washer inserted between the motor and the floor-plate hole should do the trick. The power truck comes complete with coupler (the electromagnetic type). I did not attempt a fourth rail contact necessary to operate this yet, so for the time being it operates as a dummy. In the single-motor conversion, power for the coupler was obtained by the fourth rail contact in the pickup truck, as did the original Lionel version.

I do not suggest a plan for the headlight bracket since this can be dictated by the type of socket you obtain, either from an old car or a Christmas light fixture with the bulky bakelite covering removed. The only thing to be careful about here is that the bulb does not sit too high. If it is too close to the plastic cab, it will have a tendency to melt the plastic, so keep it low and in line, as much as possible with the headlight lens.


1" HOLE TO HOLD RELAY
3/8" INSIDE DIAMETER PIECE OF BRASS TUBING SOLDERED BENEATH TO HOLD BATTERY
2"
RELAY & BATTERY BRACKET
BATTERY
KNURLED NUT
RIVET
SPRING CONTACT
BATTERY PLATE
DOTTED AREA HERE SHOULD BE FOLLOWED FOR 2-MOTOR UNIT
CUT OUT TO MOUNT LIONEL 'E' UNIT
CENTER LINE FOR MOUNTING NON-POWERED TRUCK
BASE PLATE

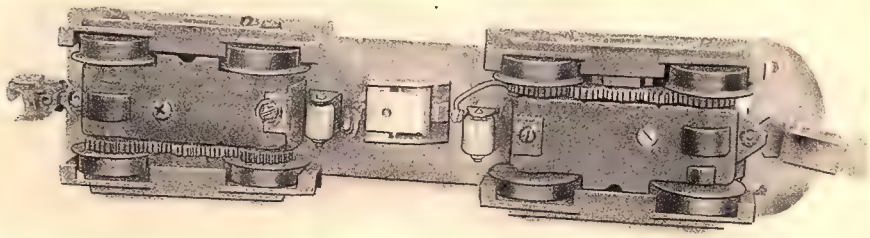
Notice that in the earlier conversion, the American Flyer type of reversing unit is used and does not need a hole in the base because of its squat size. Rather than carve a hole in the roof so the unit can be shut off (the AF unit shuts off mechanically) I removed this lever and wired the unit so that a simple on-off switch from an electric toy cuts out the magnet. This is mounted beneath the floor plate. (Shown in photo)

In the New Haven, twin-motor job, the wiring is just as simple as any AC job. The blue and yellow wires from the reverse unit lead to the brushes, the green wire is soldered to the field coil contact in the center. The second motor is connected by three wires running directly from one motor to the other.

Turning now to the rear "A" unit with its bell and horn. The bell and truck is spare part No. 622-189 and was an integral part of Lionel's 622 switcher. It is a mechanicallly-operated device that will ring continually when the train is in progress. The truck also contains a magnetic coupler that is operated by a pickup in the truck. This does all the uncoupling for my 3-unit job, since the "B" unit has the Kusan dummy type. At this point you will discover that the additional bulk of the Lionel coupler makes a tight fit in the opening of the pilot. This opening should be enlarged a quarter of an inch on bottom and both sides to allow the coupler to swing freely, particularly on sharp O27 curves. This task can best be done with a sharp Xacto knife, peeling a little off at a time.

The battery and relay bracket pattern shown in the sketch is the one used in the "B" unit which was made last and has the benefit of some trial and error thinking. A hole, large enough for the battery to pass through, is cut out of the Kusan base, and the plate cover is made of 1/16" steel or brass. A brass piece is soldered or riveted to this to keep the battery

Underside of power unit shows method of pickup, using rollers from scrapped cars. Enough of pickup metal plate is left to form tab which is screwed to the truck frame with self tapping screws, a tricky job.



Inner workings of the power unit shows twin power units made up from Lionel 2023-100 and 2023-21 motors and trucks. Reverse unit was salvaged from older loco. Rubber washers make up difference between plastic kit frame and new 1/16" steel base. Plan is shown on page 39.

Interior of the B unit shows sawed off Kusan frame. Relay and battery bracket are approximately as shown in author's sketch on previous page. Unit contains only the relay and airhorn. Note taped wires.

Underside of the B unit shows Lionel wheels used on three of the axles in the Kusan trucks, needed to pick up current in power truck and to trip non-derailing switches. Lionel wheels were bought and fitted to drill stock the length of Kusan axles. Pick-up is All-Nation.

Rear A unit contains truck and bell assembly from Lionel 622 switcher. Other truck is Kusan furnished with kit. The plastic frame is retained.

snug and maintain good contact. The photo shows how contact from the base of the battery is drawn up through a long 4-40 bolt and hence to the relay (Lionel spare part 2333-121). The horn is Lionel spare part 2023-34 but you can get a good substitute in Sears and Roebuck's spare part No. 100 (from a one-cell bicycle horn). It is cheaper but you will have to make a bracket to hold it in the train. It is well to remember that the plastic base will not carry current so wires for ground will have to be run from the headlight horn and relay.

Now to the "B" unit which is not available commercially, at least not in plastic. Some time ago, the Kusan units were offered for cereal box tops and I acquired a few extras. Two, of course, are required to make up the cabless B unit. I carefully sawed one on the rear side of the center door, the other on the cab side of this door. After sanding the edges with fine paper, I cemented them with styrene cement. This holds well for it is actually a weld, the styrene cement being a solvent. When dry, I sprayed it the appropriate colors and lettered it to match the A units. My hand-lettered job is not so fair as the Kusan factory job, but the perfectionist can overcome this by using two of the lettered kits.

The base of the B unit must be squared at the former cab end as shown in the photo. Notice that the Kusan trucks were used, but that the wheels were replaced by metal Lionel wheels (for added weight and for contact through electrical accessories) at least on outside axles. This is necessary to throw non-derailing switches, etc. Inside, Kusan wheels can be used. An All-Nation type third-rail pickup used, suspended on brass tubing that also acts as a spacer for the wheels in that truck. The Lionel wheels used (part No. 2034-70) are fitted to homemade axles of drill stock.

For window dressing, some other spare parts can be obtained. I used All-Nation dummy horns on the A units. They are part No. 213 and fit easily in the holes already drilled for the plastic Kusan horns that are not too realistic. Window shell (Lionel part No. 2023-82 can be cemented inside the cab for realistic windows, but you will have to carefully saw (it's very brittle) a half-inch off the rear end. Running lights (part No. 2023-81) will go very nicely in the number board front ends, if you drill 1/8" holes for them.

All this left me with two left over front ends of diesel cabs. I was going to throw them away when I decided to cement them together for a really different free-lance traction motor. I'll let you know how it comes out.

notes on SWITCHCRAFT

by Whitney L. Sturdley

Special conditions create a need for special handling of switches and switch machines. Perhaps these ideas will make for better operation on your own pike.

(In RMC for August 1956, the writer went into some detail on the installation of Tru-Scale and Lindsay switch machines. Since that time I have worked out several new ideas on switch machine installation which are presented here)..

Connecting Machine to Throw-Rod

In the former article I advocated attaching the arm of the switch machine to the switch throw-rod with a V or radical shaped piece of wire, let into a hole in the bell-crank and soldered to a screw in the throw-rod. Since that time I have changed to a more positive connection as shown in photo 1. This involves tapping the outer hole in the bell-crank 0-80, for which it is the right size. If necessary, enlarge the hole in the throw-rod to No. 50, which can be done easily with a drill twirled with the fingers in a pin-vise. This permits you to make the connection with a plain HO gauge crank-pin screw such as sold by Mantua and Penn-Line in hex-heads, and Varney and Bowser with slotted heads.

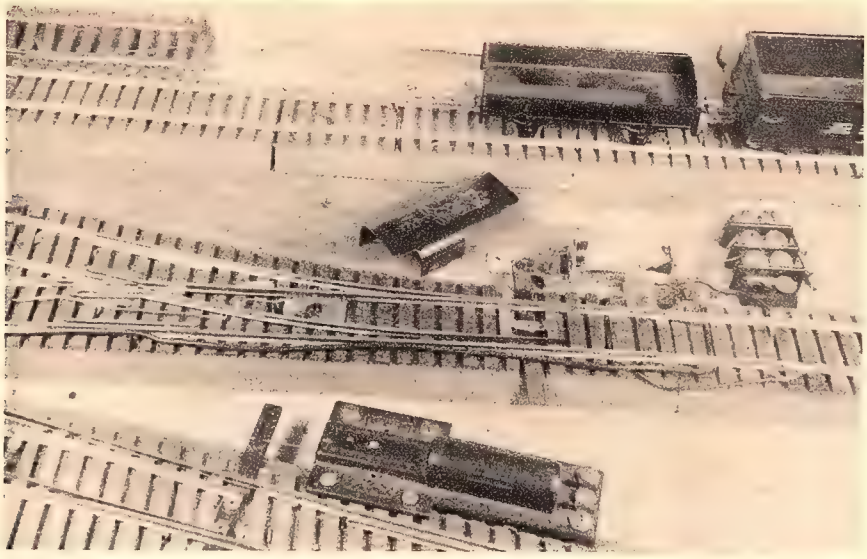
There is of course then no leeway for mis-positioning the switch machine since there is no V of spring wire to take up any slack. Consequently the far end of the switch machine must be screwed down first, and the "business" or bell-crank end not fastened down until its location has been carefully worked out by experimentation to see that the switch points throw all the way over each way. There will be no spring either to hold the points in good contact with the stock rails except the springs on the switch machines themselves which are pretty hefty.

It should be emphasized very strongly that the switch points of **any** switch must be very free working to let a switch machine turn them without strain. On the Tru-Scale high speed switches shown, occasionally the screw holding down the movable point-frog assembly must be loosened a half or quarter of a turn. (Where points are attached to closure rails by rail-joiners, these may need their ends opened out a little to give more freedom of movement). Loosening the screw on a Tru-Scale switch may in turn give poor contact between the frog end of the assembly and the frog itself. The latter has a piece of metal under it to give a good contact surface, but loosening the pivot screw may make this unsure. Consequently, a wire should be run from the plate through which the screw passes to behind the frog of the switch, soldered at both ends. This shows up in photo 2 where I have run it on top of the table.

Attaching a New Throw-Rod

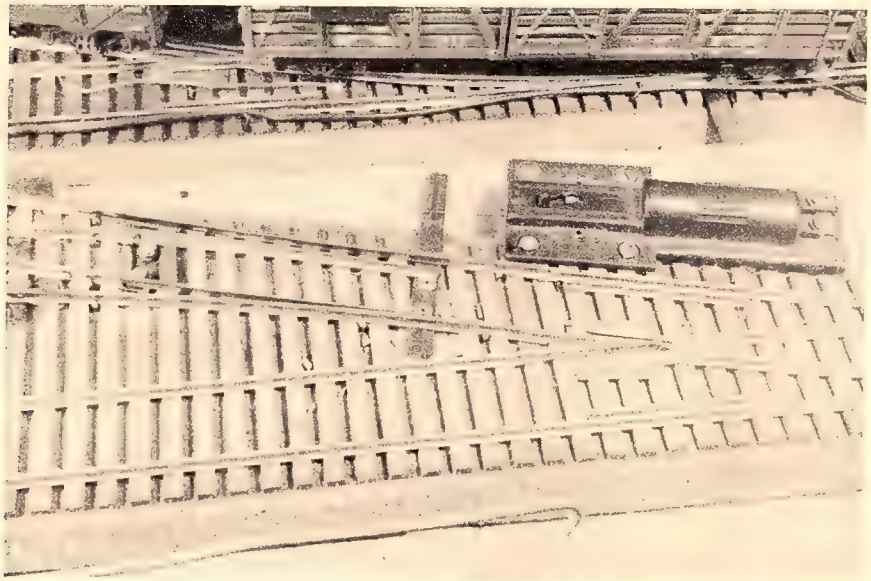
It happens in the course of time that the fibre throw-rod used on Tru-Scale

1—Positive connection between switch machine and throw rod eliminates the time-honored spring connection, substituting instead an HO gauge crank pin screw.



2—Adjusting switch machines under the layout has always been a job for a contortionist; it is eliminated by running wires under layout up into terminal strip and then running connections to machine mounted on top of layout. Machine has cover removed to show coils.

3—When using Tru-Scale roadbed, Atlas Snap-Switches can come in handy when revising or adding to existing trackwork. Here a Snap-Switch has been inserted, removing just enough track to fit it in.



4—Snap-Switch motor can be installed either ahead or behind the points, as space and conditions permit. The motor is screwed to the wooden roadbed. Machine here has been turned ahead of the points.

and some Atlas switches breaks down, usually splitting across one of the holes. Attaching a new throw-rod seems difficult since it is riveted to the switch point tie-bars loosely. Actually replacement is not hard at all. Grind off the head of the rivet (a cut-off disc in a motor hand tool is handy), and shove it through and out the hole in the switch block beneath it. Remove old throw-rod and make a new one the same size or whatever size you wish to make it. Drill the "rivet" hole in the center No. 56 and tap it 0-80. Ream out the hole in the tie-bars with a No. 50 drill, and attach the throw-rod again with an HO crankpin screw, the shoulder of which will give just about enough play. The throw-rod may also be made of metal but must then be insulated with a layer of scotch tape where it passes under the stock or outer rails of the switch. There is also a chance that a short circuit in the switch machine will cause a feedback between the D.C. in the rails and the A.C. in the switch machine coils.

Picking the Point

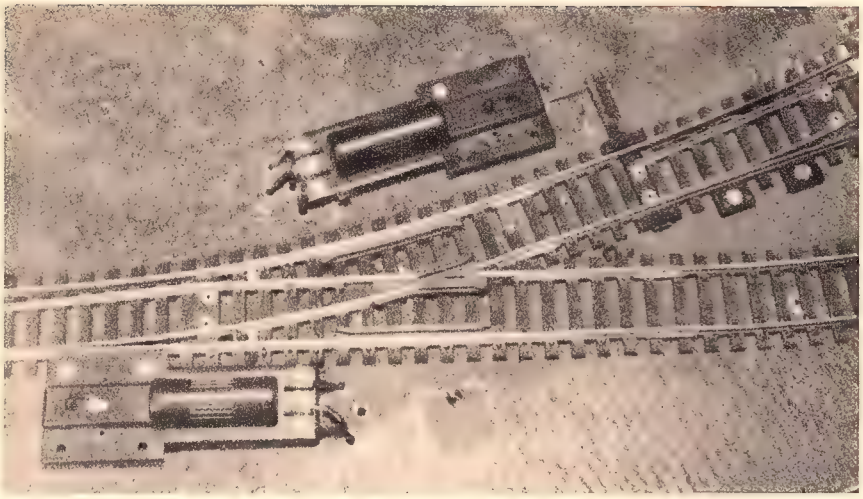
You must have switches to make your layout worthwhile, but at the same time switches are the source of about 75% of all track troubles. You **must** fix them so that the trains go through. At the switch shown in photo 1, pilot trucks had a strange tendency to catch on the curved point of the switch, the lower one in the photo, when the switch was set for the curve. The answer was to install a short guard rail ahead of the switch as shown in the photo. On some prototype lines such guardrails are nicknamed "housetops." This pulls the wheels away from that bottom rail in the photo and so prevents picking the point. The guard rail should be spaced correctly to give just the right flangeway for the wheels. Usually in HO or O gauge scale operation, if you place rails base to base, the flangeway will be the correct size. In this case, the tiny spikes used by Tru-Scale to hold down the running rail made correct spacing impossible without filing little grooves in the inner base of the guard rail to let it fit close enough.

The rail may be spiked in place, but this is generally unsatisfactory since you can get spikes on one side only. You can solder it to spikes on that one side. Or you can do what I did here and cement the rail in place.

On Snap- and Custom-Line Switches, grooves must be cut in the base of the rail to clear the plastic fingers and metal staples holding the rail in place.

Connecting Switch Machine Wires

After about twenty years of model railroading, I have had about enough of crawling under tablework to attach switch machines. The attachment problem can be licked by using top-mounted machines such as those shown (or others with a little ingenuity), but the wiring is another matter. I finally used little three-terminal terminal



5—When switch motor housing gets in the way of a diverging track, change it around to suit your own needs! Switch here has the motor moved to curved side of track, along with the inverted throw rod.

strips and ran the four switch machine coil wires to them. Of course the two center wires were connected to one terminal. The ends of the wires had to be scraped gently with a razor blade, doubled back on themselves once, then coated with solder, to give a good surface for the screw terminal to bite on. With the terminal strip at some convenient place near the switch machines on top of the table, connecting wires from your push-buttons can be fed up through three holes drilled near each terminal strip, and simply screwed in place. If you get the direction wrong, simply switch the wires. This shows in photo 2.

Photo 2 also shows how the plastic wrapping of the switch machine coils begins to fry when the coils get overheated. It is quite easy to do this when you are installing and checking a switch motor — four or five reversals in half a minute and the coils are hot. Therefore, do not work the switch machines too much in a short period of time. Before they burn out, of course, they will get sluggish in action, but a good rest or cooling off period will have them working all right again.

Adding Switches

On a Tru-Scale layout, I have found that an easy way of adding switches without taking up and revising the roadbed and changing around the 2-railing of the pike is to install an Atlas Custom-Line or Snap-Switch. Photo 3 shows a Snap-Switch so installed. It was taken apart bit by bit and the plastic tie-strip thrown away. The original Tru-Scale rail had to be cut out with a separating disc in a motor hand tool to permit fitting in the Atlas rail which was already filed flat on its inner surface to meet the switch points. One of the milled T-S ties had to be cut out to make way for the throw-rod of the switch, a simple matter with a razor blade to chop it up and a small screw-driver to chisel the pieces out. Also parts of a few ties had to be cut away in similar fashion to let the molded Atlas insulated frog sit down far enough to keep the rails level.

Actually the switch point and frog assembly has to be put in first, then the stock or outside rails which had been previously just laid in place to get the correct spacing. Everything should be spiked down, and guard rails should be cemented or spiked in place.

The Atlas manual or remote control "switch machine" may then be screwed to the ends of the ties of the Tru-Scale roadbed. In both the situations in photos 3 and 4, there was not space to put it in its conventional position behind the switch points, so it was turned around ahead of the points.

The roadbed itself may have to be filled in with bits of pieces of old Tru-Scale roadbed, cemented in place, then varnished with Tru-Scale tie stain.

Fitting in Atlas Switches

Oftentimes a particularly desired layout design is stymied by the switch motor housing of an Atlas Custom-Line or Snap-Switch getting in the way of a diverging track. Not much you can do until Atlas decides to put mounting pads for the switch machines in the ties on **both** sides of the track, which would be very simple! Yes, there is something you can do, as shown in photo 5. Dismount switch machine or manual control box. File off bottoms of rivets holding throw-rod in place, remove throw-rod and replace with extension on opposite or curved side of the switch. Then re-rivet using the same rivets, or revert to the crankpin screw attachment described above.

The switch machine may then be mounted facing either way on the curved side of the switch. It is very important in doing this to be sure the switch itself is fastened down tightly by two wood screws in the original switch machine mounting holes. The switch motor must also be rigidly fastened down with two or three wood screws so that nothing can move except what is supposed to move.

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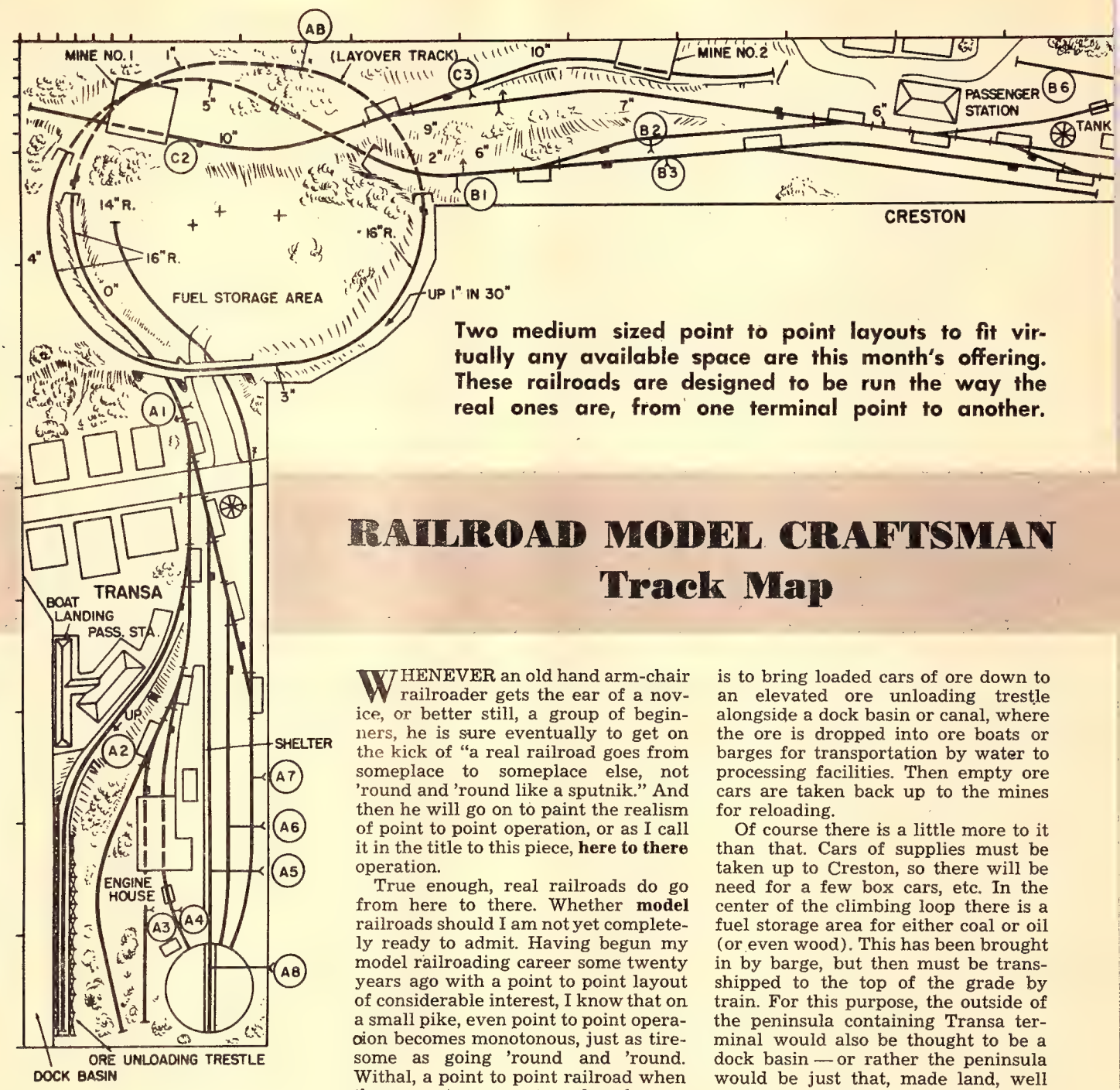

Two medium sized point to point layouts to fit virtually any available space are this month's offering. These railroads are designed to be run the way the real ones are, from one terminal point to another.

RAILROAD MODEL CRAFTSMAN Track Map

NORTHERN MINERAL RAILROAD

WHENEVER an old hand arm-chair railroader gets the ear of a novice, or better still, a group of beginners, he is sure eventually to get on the kick of "a real railroad goes from someplace to someplace else, not 'round and 'round like a sputnik." And then he will go on to paint the realism of point to point operation, or as I call it in the title to this piece, **here to there** operation.

True enough, real railroads do go from here to there. Whether **model** railroads should I am not yet completely ready to admit. Having begun my model railroading career some twenty years ago with a point to point layout of considerable interest, I know that on a small pike, even point to point operation becomes monotonous, just as tiresome as going 'round and 'round. Withal, a point to point railroad when there are two operators does have a certain amount of fascination especially if there is a workable story behind it and if motive power and cars as well as track facilities are designed with suitability to the pike in mind. That is to say no articulateds, no 2-10-4s, no diesel cab units, no Pullmans, no oversize yards. I think the secret, though, is in two (or more) man operation, with one controlling point "Point A," and other "Point B."

The **Northern Mineral Railroad** is a case in "point." It can be built in the corner of a room, taking up only eighteen inches out from the walls except at the corner, with legs nine and eleven feet long. If more length is available, so much the better. This is a completely isolated railroad built to give access to two mines high up in the hills of isolated country. It's prime purpose is to bring loaded cars of ore down to an elevated ore unloading trestle alongside a dock basin or canal, where the ore is dropped into ore boats or barges for transportation by water to processing facilities. Then empty ore cars are taken back up to the mines for reloading.

Of course there is a little more to it than that. Cars of supplies must be taken up to Creston, so there will be need for a few box cars, etc. In the center of the climbing loop there is a fuel storage area for either coal or oil (or even wood). This has been brought in by barge, but then must be transshipped to the top of the grade by train. For this purpose, the outside of the peninsula containing Transa terminal would also be thought to be a dock basin — or rather the peninsula would be just that, made land, well bulkheaded, jutting out in the water. Passengers brought over on the ore ships or by a separate small steamer have a covered boat landing which connects with a passenger station located on the grade up to the ore unloading trestle. There is at Transa a second passenger station, to the right of the enginehouse, just a shelter, mainly for railroad employees, since trains that have passengers for Transa itself (rather than the shops or boats) would undoubtedly stop right at the street crossing to obligingly save them the walk back through the yards.

I have designed the **Northern Mineral Railroad** for HO with Atlas Custom-Line No. 4 switches, but curves, in general are 16" radius on the climbing spiral, 18" radius elsewhere, so would have to be laid with flexible track or spiked down on the site. Mat-

FROM HERE...

...TO THERE

ENGINEERING DEPARTMENT
Design Section

ter of fact, an isolated railroad such as the NMR might well be built to narrow gauge; hence it could be to the popular HOn3, or even HOn2 if you wouldn't mind building your own motive power.

Motive power, if steam, would ideally be a pair of consolidations or moguls — maybe one of each. My second choice would be to power it with switchers of all kinds, 0-4-0, 0-6-0, even 0-8-0. If your power roster consists of a Dockside, a Booster, and a Shifter, that would work out all right on the NMR. If diesel, such a railroad would probably have a pair of 44 ton steeple cab switchers with perhaps a jeep diesel for yard service and a steam engine in reserve. In the case of either steam or diesel power, a small gasoline powered railcar would be a nice adjunct for running when freight traffic did not warrant putting the old combine on the end of the train to make it "mixed."

Another interesting possibility would be to make the railroad electric, powered from overhead wire, which is in turn theoretically powered by a nearby hydro-electric plant. Hence power would be cheap, a good excuse for using electricity in the face of the cost of maintaining the overhead wire. For engines you could use a few of the small steeple cab switchers with eight wheels. Even if the line were two-rail, a trolley freight motor could be used if you wish since it "had a diesel engine and generator installed" as happened, in prototype, to many of the old Cincinnati & Lake Erie freight motors when that road was abandoned in the late thirties.

In rolling stock, passenger service could probably be maintained with a combine of uncertain vintage, plus a coach for large crowds, and a light gas-electric or rail-jalopy. Freight stock would be largely hopper cars, possibly wooden side hoppers with archbar tracks which you could build yourself. I'd say a dozen would do nicely, maybe less. You'd also need a caboose or two, some flats, boxes, and tank cars.

I have shown the 2-railing of this NMR for two power packs, A and B. Pack A controls Transa terminal. Since Custom-Line switches, with insulated frogs, are prescribed on the drawing, the various tracks have to be capable of being "killed" to hold an engine. Hence there are single gaps (in one rail) indicated by solid blocks for almost every track. Each of these must have a simple on-off switch in the feed wire to it (A-1, A-2, A-3, etc.) so that while it is controlled by the power pack A, it may be killed at will. Creston terminal is similarly controlled by power pack B with various sub-sections. I have shown the switchback up the hills to the two mines controlled by power back C, but there is no reason why these blocks could not be controlled by B, being called B-7, B-8, and B-9, instead of C-1, C-2, and C-3.

Partway up the spiral climb, in the long tunnel, there is a section AB which should be so arranged that control over it can be had from either power pack A or B. Thus a train coming down the hill from Creston on power pack B will run onto AB then stop. When convenient, the operator of power pack A can take over section AB and bring the train down into Transa. Of course this AB section can

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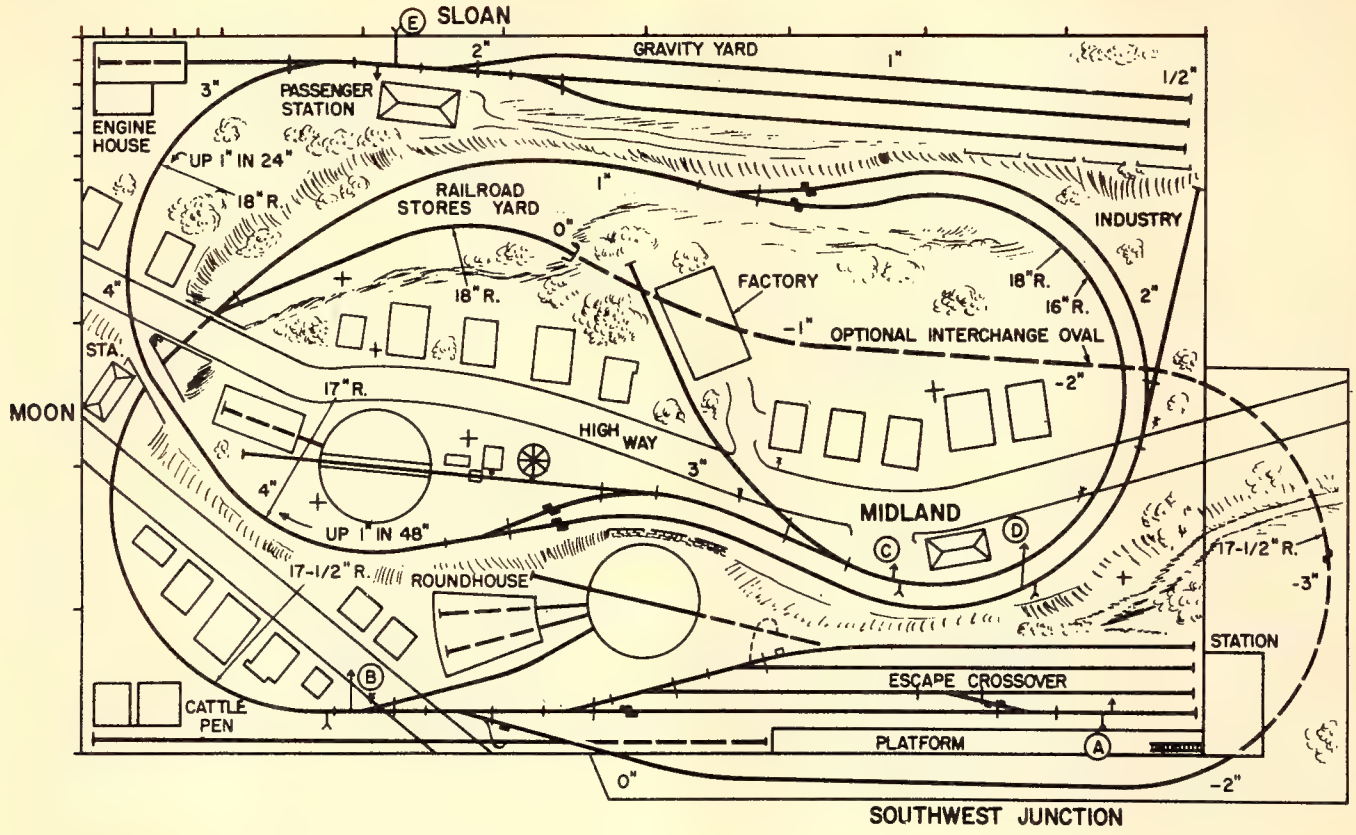


HO—5' x 8'

MIDLAND & SOUTHWEST JUNCTION RR.

serve as a layover track to kill time and make the railroad seem longer.

When simple point to point running loses some interest, try bringing two trains into either terminal, one after the other. With the rather primitive yard arrangements and limited numbers of switches, this should result in some interesting switching problems, even with two locomotives. Then try adding the rail-bus arrival and departure (with a turn on the turntable included) in the confusion.

If the L shaped space of the NMR is unavailable to you, consider then a point to point line on a table with access to all sides. On a five by eight table, the **Midland & Southwest Jct. Ry.** accomplishes this. This is not an isolated railroad, but connects with some main line at Southwest Jct., where passengers and freight cars are exchanged. In time the connection to this other railroad would go down a steep hill, in front of the table, loop around to the right of the table. It may then come up and rejoin the main line to the right of Moon station. This would give an oval for continuous running if desired. However since the grades would be rather formidable, it might work out better to use it as a double-ended interchange track. That is, cars could be set-out by an M&SWJ engine at one end, in the tunnel, later picked up by another M&SWJ engine from the other end as "new" cars arriving for on-line points. Before the slope down to this optional interchange oval was built, access to the cattle pen siding could be had by a dotted spur track toward the end of the platform, which would be removed later.

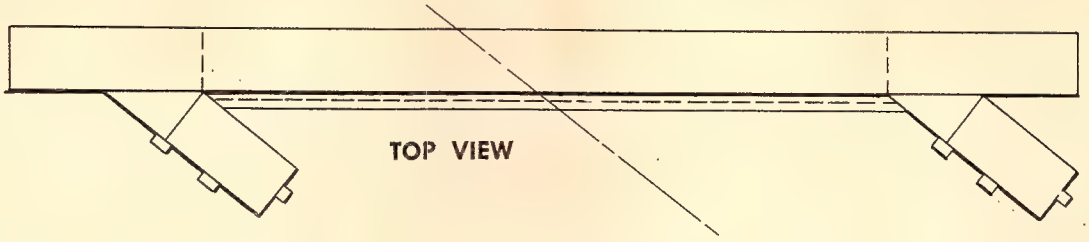
From Southwest Jct., a train passes Moon, then a railroad stores yard, an industry, and finally Midland station. The railroad stores yard would be for poles, ties, rails, spikes, oil, lanterns, wheels, etc., anything that would be needed on a railroad. It would be served by the siding which later will dive into the tunnel to become the optional interchange oval.

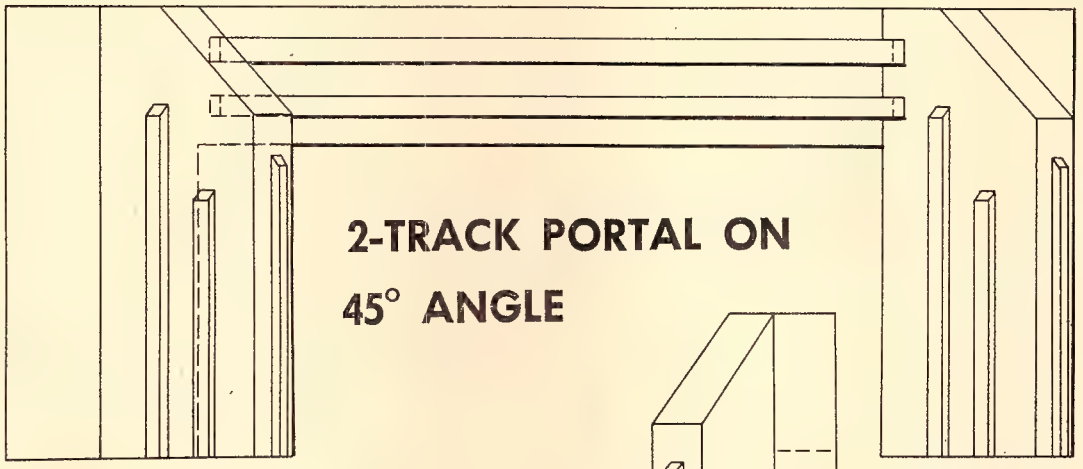
In the early stages of operation, Midland could be considered the end of the line, with a single track continuing on to the left rear corner to serve a factory you could put there temporarily. At this stage, if the width of the trackage were compressed slightly, a four foot wide panel would do.

Eventually the line would be extended to Sloan at the back of the table. Here, just to add interest, I have shown a gravity yard, with no escape crossover. The train stops on the very steep down-grade just short of the station and the engine uncouples and runs into one of the yard tracks or backs into the enginehouse. The cars are then switched into the required tracks by gravity. Doubtless the big hook (or human hand) would be required to uncouple the cars and to give them a gentle start down the grade. If you didn't want to mess with gravity switching, you could make the yard level and install an escape crossover near the right end of a pair of the tracks. To add a little more interest, there are no engine turning facilities at Sloan. So engines must run light (without cars) back to Midland where they are reversed on the turntable.

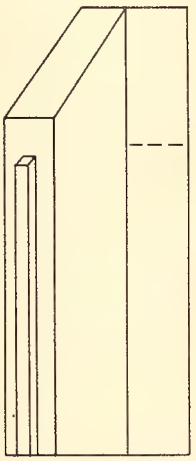
While this layout has the same narrow gauge and trolley potentials as the NMR, I picture it as a more modern pike hauling standard interchange freight cars from various railroads, a few modern but not streamlined coaches, and using more modern engines — perhaps only moguls, consolidations, mikados, but on the diesel side including possibly road switchers. If it were trolley of course heavy interurban cars could be used (even in **trains!**), with single lightweight cars for owl service.

Since standard HO No. 6 switches are prescribed as the layout is drawn, I have shown regular control blocks A, B, C, D, and E. Ideally each should have its own reverse and speed controls (whether by separate power packs or just cabs), practically one or two packs could be used on the whole system, dividing it up as desired. All five sections could be wired to one controller since there are no reverse loops.





2-TRACK PORTAL ON 45° ANGLE



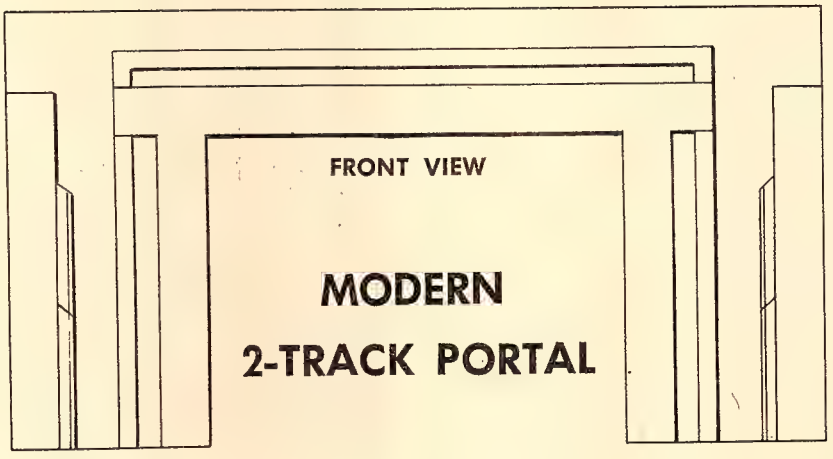
FRONT VIEW

Modern heavy cement tunnel portal easily made from wood and wood strips. Retaining walls can be angled to fit by beveling vertical ends against face of portal.

SIDE VIEW

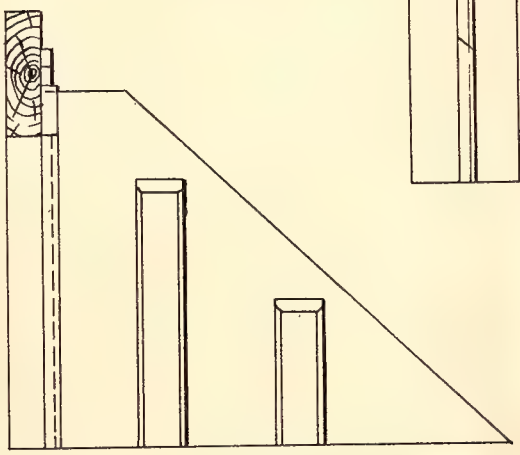
CEMENT TUNNEL PORTALS

Two track modern cement type portal on angle can be welcome relief from usual run of tunnel portals; is made in similar manner to above entrance. In making any tunnel, be sure to extend concrete or stone walls inside to a point just beyond vision of observers to avoid the hollow mountain appearance.



FRONT VIEW

MODERN 2-TRACK PORTAL

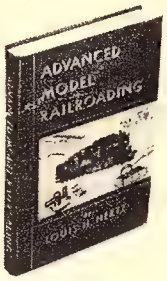


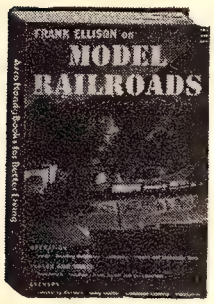
SIDE VIEW THROUGH CENTER

PAINTING

Paint concrete portals to resemble cement: a light creamy grey. Use a burning candle to deposit soot above the center line of single track, as from steam or diesel exhaust.

the lore, the lure, the fascination of railroading





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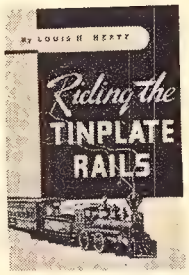

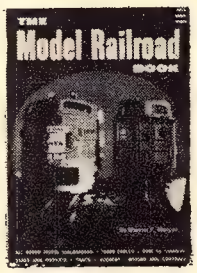

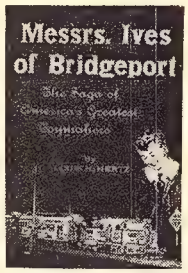

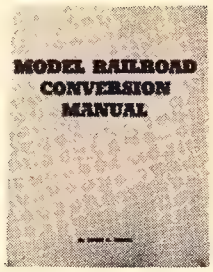

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AN ENGINEERING POLICY FOR NMRA

WHAT are the guiding principles, what is the policy that governs the activities of the Engineering Committees of NMRA? To function consistently and effectively, there must be a pattern for the many Engineering Committees to follow. But first let's briefly review our present position.

The National Model Railroad Association was founded in 1935 to, among other purposes, assemble, define, set up, investigate, and regulate Model Railroad Standards for the better interchange and operation of model railroad equipment. To implement this purpose, the Constitution of NMRA specifies that there shall be an Engineering Committee consisting of a General Chairman and the Chairmen of the various Standards Committees.

These Committees include the following:

O Standards
S Standards
OO Standards
HO Standards
TT Standards
Narrow Gage Standards
Traction Standards
Electrical Circuits
Track and Structures
Recommended Practice
O HiRail
S HiRail

At the semi-annual meeting of the Board of Trustees in January, 1957, a third category of information for the membership was established to give the followig:

NMRA Standards
NMRA Recommended Practice
NMRA Data Sheets

One brief description of these categories went: Thou Shalt, Thou Should, and Thou May. Obviously NMRA has no "police powers" to enforce its "Thou Shalt" Category of Standard, other than to publish for its membership the information as to which items of manufacture do or do not conform to these Standards. To restrict design as little as possible, NMRA has reclassified some previous Standards into the new Recommended Practice category, keeping as Standard only those items that meet the following definition:

NMRA STANDARDS shall be limited to only those items that are critical to satisfactory operation (function) and interchange of equipment between layouts and for which no satisfactory alternate is available.

Under this definition the corallary will also hold:

Devices (trucks, couplers, switch machines, etc.) shall NOT be made STANDARD.

By 1945 various Standards had been established and published. Many of these Standards were based on certain assumptions and agreements. This was necessary in order to "get the balloon off the ground" and have something to tie to. That these assumptions were generally sound is attested to by the present state of the hobby. However, in the past twelve years the hobby has grown considerably until many of its component parts are now being manufactured by mass-production methods. This requires a re-evaluation of the tolerances applied to the various Standards. Where once an assumption was adequate, it now becomes imperative that an extensive program of analysis and testing be initiated so that:

Tolerances on dimensions used in NMRA STANDARDS shall be as

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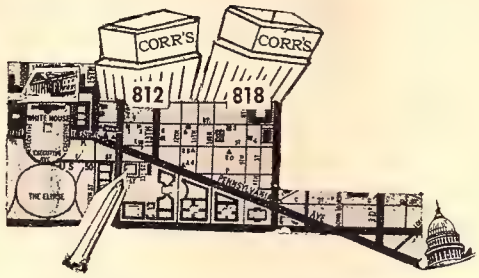

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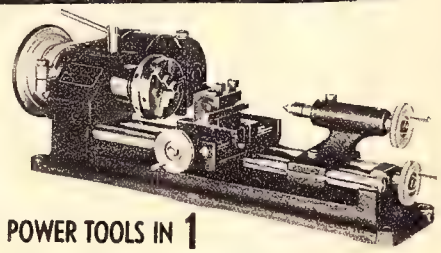

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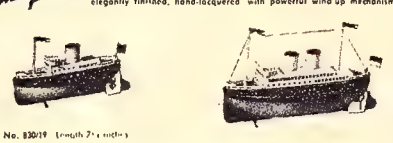

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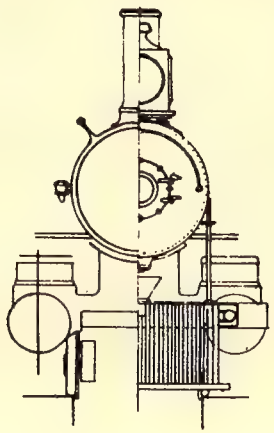
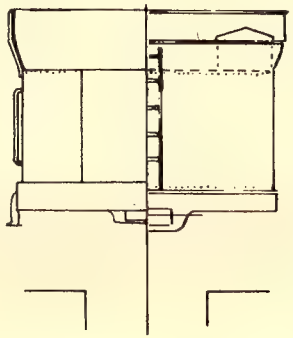
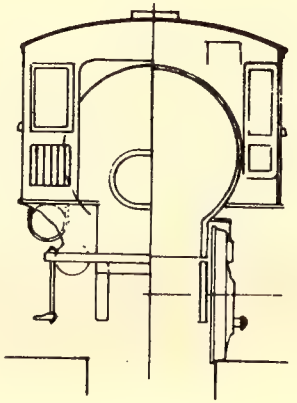
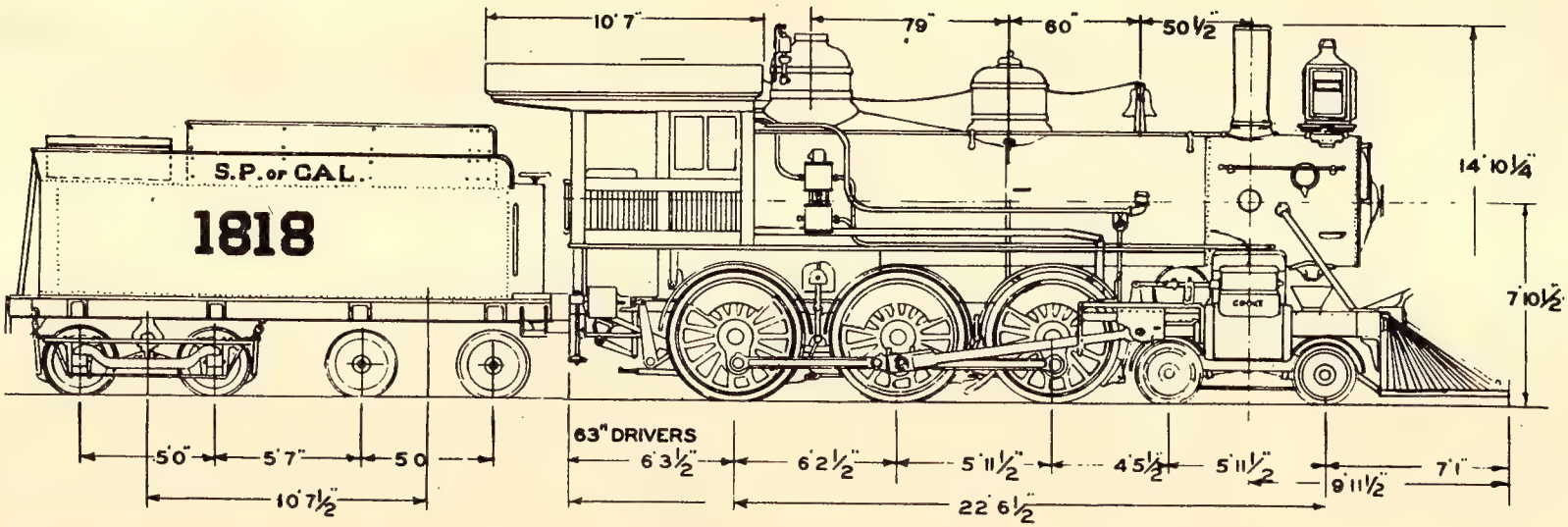








NMRA ENGINEERING POLICY

broad as circumstances permit, establishing only the limits, beyond which satisfactory operation (function) would be questionable.

To clarify the presentation of these tolerances:

Dimensional tolerances shall be expressed as "limits." Where one "limit" is the preferred dimension (unilateral), this shall be indicated by an asterisk as illustrated:

"S-3 STANDARD for HO

Gage ..... .656"
.650*

This program implies no criticism of the earlier handling of Standards; to the contrary, it is intended only as the next logical step to follow up the necessary first step of establishing certain assumptions and derivations therefrom as the early Standards. They have served us well over the years and will be modified only after thorough study and test. Compatibility with the earlier Standards will be scrupulously observed in order not to disqualify any item that now conforms. This will be a big program requiring both time and manpower to accomplish. It may well become a perpetual program. Certainly changes must be gradual and constructive.

So we have thinned out all but the essential in NMRA Standards — doesn't this leave a big gap of non-essential but desirable items without a home? This is where the new category of NMRA Recommended Practice comes in. Here we say:

Full advantage shall be taken of the flexibility of the RECOMMENDED PRACTICE category to establish preferred dimensions and design specifications for component parts.

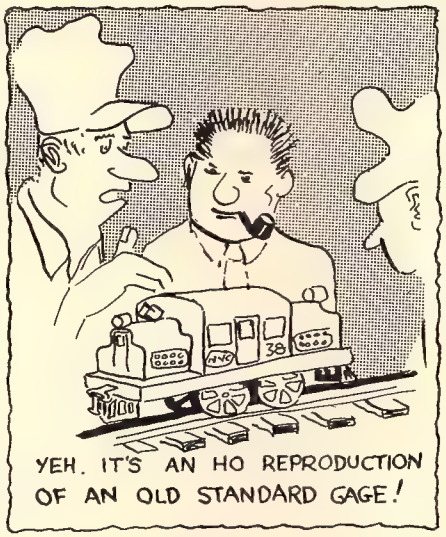
RECOMMENDED PRACTICES shall be a powerful classification of information only slightly less mandatory than STANDARD by virtue of its subject matter and/or the fact that deviation for specific reason is permissible.

Future Conformance and Inspection Reports shall give cognizance to RECOMENDED PRACTICE for the purpose of informing the membership of unwarranted deviation therefrom.

So, here is the home for the desired specifications of component parts. More powerful than Data Sheets, not mandatory as in Standards. The potentialities here are tremendous — in time, this can well grow into an ENGINEERING HANDBOOK OF NMRA for the mutual benefit of our members and the manufacturers upon whom we are all so dependent.

The above expresses the policy which will guide the activities of the Engineering Committees of NMRA. This policy was ratified by the Board of Trustees and the membership at the annual National Convention at Houston, Texas. The General Chairman will welcome comment from NMRA members and members of the hobby industry. It is only by such comments that he can keep this policy in phase with those whom it is intended to serve.

A. BALLARD BRADLEY
GENERAL CHAIRMAN
Engineering Comm., NMRA



NMRA

There is a great deal of esprit de corps among members of the various NMRA Regions, and notably in the Pacific Coast Region. And with good reason since PCR has been soaring in the past decade. Nevertheless, Northeastern Region still manages to keep up on top . . . At least thus far . . . NMRA regions take in all of the States and Provinces and Great Britain. Dues generally are $1 in addition to the basic NMRA tab.

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Locomotive and Car Builders Encyclopedias. Poors Railroad Books. Buy and sell model railroad equipment. John R. Wood, Box 9522, Dallas, Texas.

Passes Herald and Stock Exchange. All Ages Pikes and Gauges. Each inquiry will be answered. John H. Bish, NMRA Member No. 10239, 2729 W. 40th Ave., Denver 11, Colorado.

BRITISH MAGAZINES: Yearly subscriptions—Model Railway Constructor $3.50, Model Railway News $3, Railway Modeler $3.65. Hobson, 79 Southbrook Rd., Exeter, England.

PRINTING FOR MODEL RAILROADERS—ART AND ENGRAVING DEPARTMENT FOR YOUR ORIGINAL PASSES, LETTERHEADS, ETC. —ALL WORK TO YOUR SPECIFICATIONS. WRITE FOR SAMPLES. WALP, Box 4308, MOBILE, ALABAMA.

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PASSES EXCHANGED

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WABASH RAILROAD: Luke Cory, 1087 Wakefield, St. Paul, Minn.

PASSAIC VALLEY & WESTERN: William Wright, Sr., 26 E. 20th St., Paterson 3, N.J.

PENNSYLVANIA RAILROAD COMPANY: Charles W. Still, Harmony Road, Paulsboro, N.J.

LITTLE-LINES: Paul S. Little, 914 Roland Rd., Pittsburgh 21, Penna.

SWAPPERS

TRADE: 100 Printed Passes, your road name, for HO car kit. Sample Pass on request. Jack Woolley, 9371 Marietta Dr., Garden Grove, Calif.

WANTED: Old cast iron toys, esp. circus wagons, horse-drawn wagons, carriages, fire engines, tin autos. Pay cash or trade Std. Ga. trains, catalogs. Melvin Roberts, 1541 W. 132nd St., Gardena, Calif.

SELL: Hobbytown HO ALCO road switcher, 8 wheel drive, Mantua Sharknose "A" unit. Both excel. cond. $95. Alan Miller. 1936 Gardena Ave., Glendale 7, Calif.

SELL: Athearn—SP F-7 A-B-A units. One powered $8.50. ATSF F-7 A unit. Powered $5.50. UP GP-9. Big Motor $9. F-7 A-B unit. UP Dummy's $2. 15 ass't frt. cars, good cond. $30. Tim Dungan, 5510 Geer Ave., Los Angeles 16, Calif.

FOR SALE: Bowser Pacific w/tender, Scintilla Electropack C w/control panel for 3 trains new, needle files, C clamps, pin vise, drills 60-80, 7 frt. cars, all for $75. George J. Kovell, 328 4th St., Marysville, Calif.

WANTED: Lionel locos 5-6-7-42-51-54. State cars both colors or any other std. ga. items. Cash or trade. State cond. and prices. E. P. Hostetler, 4444 Anderson Ave., Oakland, Calif.

TRADE: Steel cars, some kit, some built, for Varney plastic cars. Trade one for one. Send list. L. W. Littlefield, 3992 Sequoia St., San Diego 9, Calif.

FOR SALE: Lionel O-27 train set. 2026 steam engine, 3 pass. cars, track, trans. Will Gorenfeld, 1181 S. Windsor, Los Angeles 19, Calif.

WANTED: HO. Int'l B&O wagon top brass box car; A-C Pennsy gondola; Exacta and Super Scale copper sided Std. pass. cars, kits, or sides; Exacta streamlined duplex sleeper. T. O. P. Speidel, 3405 Waco Apt. 1, San Diego, 17, Calif.

FOR SALE: Tootsetoy vehicles made 1930. Want Marklin O ga. and iron toys. Trade US and foreign trains, catalogs. George Janes, 2235 35th Ave., San Francisco 16, Calif.

WANTED: Varney Yellowstone articulated, any prewar locos, HO or OO any cond. Pay cash or trade Tenshodo. Airmail inquiries. PFC John Rybnikar, US 51382087, HQ & HQ Co., 21st Inf. Regt., APO, San Francisco, Calif.

WANTED: Lionel 2400 series pass. cars. State color, cond. and price. All letters ans'd. Paul Caro, 1681 Hanchett Ave., San Jose, Calif.

T/S: Lionel O27 layout w/5 steam locos, inc. 0-4-0. Want $125 or HO layout w/Pennsy locos. Stamp for list. Steve Williams, 25 Oak Dr., San Rafael, Calif.

SELL OR SWAP: HO Varney Dockside, Old Timer, painted, rebuilt as 2-4-0, Ulrich hopper, Circle Atlas snap track, various loco, car parts. For cash or HOn3 items. John Buvinger, 110 E. 16th Ave., Denver 3, Colo.

FOR SALE: Varney Dockside, gond., at, caboose, 32 sec. trk., re-railer, uncplr., term trk., 2 remote cont. sws. w/mach. cont. boxes, plus Model Rectifier No. 2 throttle pk., $35. Gordon Wolfe, 1317 N. 7th, Grand Junction, Colo.

SELL OR TRADE: For HO. Complete Lionel set—Any switcher, trans., trk., cars and access. $40 or 2 train trans. A. Roblou, Apt. 4 Bldg. 19, Clifton Park, Wilmington, Del.

T/S: 5 gas engines (Dennymite, Olhson 19, 2 Olhson 23's, Arden .099) all good, props, timers, coils, etc. Trade for HO. Donald L. Hass, 1502 Bougenvilla Ave., Tampa 4, Fla.

SELL OR SWAP: AF—6 locos, 11 pass. cars, 14 frt., Hudson $25. 0-8-0 switcher $21. 4-4-2 $12. 'Royal Blue' 4-6-2 $18. Also trk., Plasticville. Send for list. Want HO. W. Brown, Box 722, Rome, Ga.

FOR SALE: HO frt. and pass. cars, built up and kits. AF S ga. All unused. List for stamp. John Lyko, 2721 S. Keeler, Chicago 23, Ill.

FOR SALE: Illinois and Indiana only. Lionel. 400 Budd RDC, 2046 & 2025 St. engines, excel. cond., 2 Dummy Santa Fe "A" units 2333, fair cond. All for $60 or best offers. Jack Stout, 916 Lincoln, Charleston, Ill.

BUY OR SELL: HO parts, old engines, or trade pass. cars and diesels for steam engines. List for stamp. T. C. Richards, 5623 N. Newcastle Ave., Chicago 31, Ill.

WANTED: Interurban Specials by Ira Swett, No. 1 thru 18. CERA Bulletins, especially No. 96. Good cond. State price & cond. Lowell H. Rott, RR2, Box 55, Lemont, Ill.

FOR SALE: HO layout—over $500. 5 engines, 25 cars, 2 trolley trk., sws., power packs and misc. equip. Mounted but unfinished. $200. S. F. Boyle, 605 S. Euclid Ave., Oak Park, Ill.

SELL: AF tenders (2), pass. car, 2 unknown brand pass. cars, Marx train set without loco, Lionel trans. Send for prices. D. Nokell, 1074 So. Wolf Rd., Wheeling, Ill.

FOR SALE: 1936 Flying Yankee, 616E loco, 2-617 coaches, 618 obs., 16 pcs. trk. With catalog in original boxes. M. Gast, 2832 N. 76th Court, Elmwood Park 35, Ill.

T/S: Much Marx O27 & O34 ga. trains. 4 pr. sws. & much trk. For unused craft type HO kits or Ideal bldg. kits. Rikki DeWaters, RD 3, Lake Villa, Ill.

FOR SALE: AF wind-up engine No. 13 and tender with coach. No trk. $20. Lionel No. 158 loco, 2 frt. cars and RR Signal. $22. Ed Larson, Box 275 Rt. 3, Cedar Lake, Ind.

FOR SALE: 2 AF S ga. electric sws. and 2 manual. Controls and wire included. Best offer takes all 4 sws. Send offers. Joe Skaff, 2316 Jones St., Sioux City 4, Ia.

TRADE: 1921 edition of Maintenance of Way Cyclopedia by Simmons-Boardman Publishing Co. Good cond. For HO Atlantic Loco or any Locomotive Cyclopedia by Simmons-Boardman. R. H. Johnson, Box 386, Wakefield, Kan.

WANTED: Lionel Hiawatha No. 250-E. Pay cash. Must inspect loco before concluding negotiations. D. A. Hall, 403½ Center St., Henderson Ky.

TRADE: Want new Lionel frt. set; 1930 AF O ga. steam loco' 3195; 3150 series pass. cars, auto mail pickup; Jefferson trans., trk. Pete O'Mears, RFD 1, Old Town, Me.

FOR SALE: Gilbert Hudson $23, 2 diesels $9 ea., Budd car, Athearn $7, Atlas Snap trk. $10.15. All excel. cond. Thomas W. Coyne, 157 Maine Ave., Portland, Me.

WANTED: AF link or knuckler cplr. cars, trk., sws. and operating equip. State price, cond. Jerry Lerner, 3823 Pall Mall Rd., Baltimore 15, Md.

SWAP: Shakespeare "Ideal" Reel and South Bend Rod for HO steam loco or kit of equal value; 35mm adaptor kit for Rollei camera—for loco. Robert Lippman, 9209 Chanute Dr., Bethesda, Md.

FOR SALE: Mantua Mikado and Pacific, Bowser Pacific and Penn Line Consolidations. Frt. cars. All assembled. Stamp for list. W. S. Miller, 2904 N. Rogers Ave., Baltimore 7, Md.

TRADE: 15 pr. Mantua frt. cplrs., 10 pr. with draft gear—for like number NMRA cplrs. 2 Red Ball kits less trks., Northwest Pacific box, Blatz Beer reefer for "What have you" or sell both kits $3. J. E. Murphy, 733 Beaverbrook Rd., Baltimore 12, Md.

FOR SALE: O27 locos, cars, sws., trk. and trans. Stamp for list. Philip Rubincan, 6303 20th Ave., W. Hyattsville, Md.

T/S: AF S tinplate train equip. and bldgs. Stamped envelope for list. Want HO with NMRA cplrs. Or make offer. Alfred Somermeyer, Balaton, Minn.

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WANTED: AF S ga. No. 944 operating wrecking crane and No. 912 chemical car. State cond. and price. Francis W. Skwira, 10 Vew St., Holyoke, Mass.

FOR SALE: Lionel O ga.—2 locos, 17 cars, trk. and access. Very good cond. Cost $350—any reasonable offer considered. Stamp for list. David Cann, 66 Mineral St., Reading, Mass.

FOR SALE: O27 ga. equip. inc. 2 diesels, 3 pass. & 4 frt. cars, oper. car, gantry crane, trans, 4 elect sws., and more. List for stamp. Wm. McNeilly, 188 Powder House Blvd., Somerville, Mass.

SWAP: Lionel 0 ga. locos, cars, etc., for HO locos, cars. Send stamped envelope for list. John C. Panzone, 85 Mariposa St., Mattapan 26, Mass.

FOR SALE: Varney Berkshire all brass. Varney metal F-3 road diesel A & B unit. PennLine Atlantic Ready to run. Excel. cond. Best offer takes all or sell separately. Erwin C. Hughes, 74 Boylston St., Worcester 5. Mass.

FOR SALE: HO—4 engines, 20 frt.-4 pass. cars, structures, brass rail, sws., etc. Model Railroader and RAILROAD MODEL CRAFTSMAN mags—July 1949 to July 1957. Kirby Weathersby, 12 Clearview Ave., Worcester, Mass.

SWAP: $500 HO equip. for old toy trains and catalogs before 1935. Particularly Deluxe Std. sets No. 027. Listing for stamp. Charles Burt, 8924 Crosley, Detroit 39, Mich.

FOR SALE: $200 Lionel O ga. equip.—3 engines, 2 steam, GP-7 and cars. $100 takes it. Send for list only if seriously interested. Terry Roth, 14864 Indiana, Detroit 38, Mich.

FOR SALE: Surplus HO Nevada Southern equip. Excel. 6 steam $10 to $30 ea., 90 cars $1 ea. Free list. N. F. Schaberg, 1570 Minock, Detroit 23, Mich.

TRADE: HiFi Magnavox 20 watt AM FM amplifier (needs new 6sn7gt tube). For HO loco and power pack. Eugene Bland, 910 W. Maplehurst, Ferndale, Mich.

FOR SALE: Partially completed HO RR mounted on L-shaped table 12x10x4x8. Includes 70' trk., cars and 2 locos—0-4-0 and 0-6-0. Separately or together. Jim Shroeger, 220 E. Kaye Ave., Marquette, Mich.

FOR SALE: Athearn Globe diesel dual drive and dummy, 3 Varney and 2 Mantua cars, never used. All letters ans'd. Dick Howell, 8732 Meade St., Montague, Mich.

WANTED: Lionel 072 sws. and trk. Also want 2500 series silver pass. cars. S. E. Zimmerman, Jr., 817 Market St., Sturgis, Mich.

SALE OR TRADE: 11 prs. NMRA cplrs.—parts missing and broken. Timetables LCRR & RIRR Mags. and other RR papers. Send stamped self-addressed envelope. Paul Black, Rt. 3, Albert Lea, Minn.

WANTED: Lionel, Ives, AF or Dorfan steam type Std. Ga. locos w/tenders; also Std. Ga. signals, signal gantries, electric bumpers, cars, remote and manual sws., crossovers, bridges (also bascule). Alden E. Miller, 3212 34th Ave. So., Minneapolis 6, Minn. (Please keep under 40 words Ed.)

SELL: Mantua Reading Pacific $45, Reading Atlantic $40, Camelback 0-4-0 $25, 0-4-0 (brass & die cast) shifter $24, 0-4-OT $15. H. M. Brown, 4 Sandsbury Rd., Lutherville, Md.

FOR SALE: TT ga. 13 engines, 83 frt.—29 pass. cars, rail, roadbed, sws., box of miscel. Selling 12 lots. Stamp for list. L. Thieman, 450 W. Elm, Lebanon, Mo.

SALE OR TRADE: HO cars, locos, Atlas snap track. Want TT engines and cars. Send for list and tell me what you want or have to trade. David Cash, 908 Cedar, Carthage, Mo.

FOR SALE: Varney Std. Berkshire kit No. 2325K cast brass boiler. No construction done, in original steel box. $40 or trade for photo equip. Don R. Youngblood, 4420 Pasa Blvd., Kansas City, Mo.

SWAP: HO Gilbert AA—4 frt. cars. S ga. Gilbert-Bullet Nose loco., 3 circus, 4 flat coaches. Want Lionel 731 loco, 2623 coaches, 2900 frt., Scale O ga. Beyer-Garrett. Frank Karn, 3658 Louisiana Ave., St. Louis 18, Mo.

FOR SALE: AF with link couplings. First 12 issues of Toy Trains Mag. and '52 to '56 Railroad Model Craftsman. Send stamped envelope. K. Long, 513 S. Florence, Springfield, Mo.

T/S: 0-6-0 loco, 4 cars, 6 pcs. trk. side equip. 10′ trk.—all TT scale. Sell or trade HO equip. Garry D. Beith, 3154 No. Cotner Blvd., Lincoln 5, Nebr.

FOR SALE: Mantua Pacific, excel. cond. $15. Penn Line Mike, new $20. M/Sgt. Paul Hart, RFD 1, Portsmouth Ave., Portsmouth, N.H.

T/S: AF trains, some equip., good cond. Sell cheap or trade for HO in good cond. Send for list. Al Ruch, Jr., 255 Henry St., Bogota, N.J.

FOR SALE: HO—2 diesel pass., 2 diesel engines, frt. cars, houses, stores, factories, 100′ trk., power supplies, cars, trucks, people, lights, scratch material—$200. A. Butz, 136 Oakwood Ave., Cliffside, N.J.

SELL: Mantua General $17.50. Gilbert 0-6-0 w/s&cc $23.50. No. DL600 A diesel $16.95. Hobbyline 0-4-0 $10.50. Varney Dockside $10.75 T Shark Nose diesel No. T-215 $13.85. Like new. Douglas Haustein, 94 Winans Ave., Cranford, N.J.

S/T: Scale O ga. 2 rail All Nation F-7 A-B-A kits (new). Make offer. Howell Day, 300 Vail Ave., Dunellen, N.J.

SWAP: 6000 stamp collection cat. val. $300 for O ga. scale loco or HO equip. C. Bradshaw, 136 Chilton Hall, Elizabeth 2, N.J.

SELL: AF. 3 unit 2 motor diesel, 2 other locos—one smokes, 300w 30B dual trans., coal-loader, water tank, 2 dump cars, 2 pr. RC sws., trk. on rubber roadbed, and more. Reasonable. J. Smith, 750 Vine St., Elizabeth, N.J.

T/S: 381E & set of either 3 or 4 Green State Cars. Trade must include set of either 3 or 4 Tan State Cars. Buy, sell, trade anything in Lionel Std. ga. Morris M. Webber, 34 Parkview Dr., Millburn, N.J.

SCALE O GAUGE: Have 60 pair 3-rail Auel truck kits. Swap for O gauge scale 2-rail or take cash. Joseph Ranker, 91B Lakeview Ave., Leonia, N.J.

FOR SALE: Lionel locos, cars, Westbrook frt. cars, Dinky trucks & autos, misc. train parts. Send stamp for listing. Charles L. Foch, 77-17 Hudson Blvd., North Bergen, N.J.

SWAP: Silver Streak HO turntable & 8 sec. Tru-Scale curve ready trk. 20″, never used. Interesting older type pass. cars. For frt. cars or loco. Joseph G. Bittle, 204 S. Moore Ave., Barrington Gardens, N.J.

TRADE: AF HO prewar 4-6-4 Hudson, good cond. Want HO steam loco. Write for info. Charles W. Still, Harmony Rd., Paulsboro, N.J.

SELL: 5 RH, 5 LH .172 brass sw. kits. S ga. 4 new 5 used, excel. cond. Made by Bob Peare. $10, plus shipping cost. Joseph J. Dunn, 2122 Merchantville Ave., Pennsauken 8, N.J.

FOR SALE: 10 curved, 7 straight AF Std. Ga. trk. Best offer takes. Edward McSweeney, 179 Ouasco Rd., Auburn, N.Y.

FOR SALE: OO ga. 2R; Scale Lionel Hudson; Scalecraft 10 wheeler, pass. 3 bag, 2 Pull, 6 coach (Tuscan red, brown roof); Lionel frt., tank, box, hopper, caboose. Lot price $70. P. T. Bortell, Jr., 106 Stanmore Place, Westfield, N.J.

SELL: Brass trk., fibre ties, S ga. AF 60′ 3′ sec., 4 No. 4 turnouts (Atlas). Reasonable. Russ Daley, 1525 Lexington Ave., Pennsauken, N.J.

TRADE: 4x5 Brand View Camera f:5.6 Gundlach Conv. Lens, all tilts & swings, all metal construction. Rapex shutter w/flash solenoid. $205 value. Trade for O gauge motive power, scale. H. H. Carstens, Box 308, Ramsey, N.J.

FOR SALE: O ga. Kusan-Auburn line. All metal, interior lighting. 2 coaches, RR express. Perf. cond. $19 for all. Seymour Arnstein, 11-10 76 Rd., Forest Hills 25, N.Y.

SELL OR SWAP: 35 Lionel locos, 105 cars, many access. AF, S, HO and many other items. Sell or trade for power tools. No list available. A. E. Baumgarten, 23 Wyoming Dr., Huntington Station, N.Y.

TRADE: 29 each MDC NMRA cplrs. only, 6 sets draft gear—4 rail line NMRA cplrs. with draft gear, 6 Athearn NMRA cplrs. with shank hole. For fair amount Kadee cplrs. Frank Barone, 1304 Shakespeare Ave., Bronx 52, N.Y.

FOR SALE: O ga. 2 & 3 rail locos and cars. Stamp for list. Ed DeMarco, 1150-60th St., Brooklyn 19, N.Y.

WANTED: Old electric trains, trolleys & catalogs, any size, cond. or make. Describe with prices. H. R. Ashley, 50 Saratoga Ave., Yonkers, N.Y.

WANTED: Book—Transit Truths by Gerhard M. Dahl copt. 1924. Pay 03 if good or excel cond. Jason Fane, 20 Midwood St., Brooklyn 25, N.Y.

WANTED: Pittman or Minitoy trolleys in any cond. Also parts. Pay cash. J. R. Vantassell, 1025 Putnam Ave., Brooklyn 21, N.Y.

WANTED: Just starting in model railroading. Buy anything in HO if price is right. Good cond. material only. Harold Baxter, 57 James St., Babylon, N.Y.

WANTED: Lionel "Hiawatha Atlantic." State cond. and price. Edward J. Buttling, Jr., 72 Lebkamp Ave., Huntington, L.I., N.Y.

T/S: Lionel derrick No. 219 (gears are broken), Std. ga. Sell $5 or want Lionel Std. ga. hopper cars 516 or 216, or Lionel villa No. 191. Robert Cornell, 37-08 Utopia Pkwy., Flushing 58, N.Y.

T/S: Lionel, for HO kits. 3472 auto milk car $4. Dump 3469-G $4. 154 Flushing H'way. signs $2.25 ea. (E). 3464 Oper. box car $3 (E). 1-153 Contractor 75c (E). No. 6465 oil car $2.50 (E). Stephen Kreinik, 151 LaSalle Dr., Yonkers, N.Y.

WANTED: Trolleys HO—any type. Ronald Kupin, Nassau Co. Sanatorium, DP III, Farmingdale, N.Y.

T/S: HO—consisting of Varney, Tenshodo, United, Kasiner, English, Atlas. Equip. in good shape. Send stamp. P. Mastrangelo, Jr., 740 E. 183rd St., New York 58, N.Y.

SELL: 700 EW, 736, 2343, other engines, cars trk., sws., access. Send self addressed stamped envelope. H. S. Monas, Room 1403, 358 5th Ave., New York, N.Y.

FOR SALE: Lionel and Ives Std. ga. locos, cars and trk. Buddy "L" spare tender. Al Porogallo, 1673 56th St., Brooklyn 4, N.Y.

SWAP: Lionel mag. 1934-36, Model Builder 1939-48, Lionel catalogs 1939-42 and 1949, plus odd publications. Want HO equip. Send list. Bob Tepke, 33-38 72nd St., Jackson Heights 72, N.Y.

WANTED: Bowser Pacific and Mountain; old Varney locos; Penn Line Crusader. Kits preferred. Newcomer to HO. L. Sanna, 18 Huntington St., Brooklyn 31, N.Y.

TRADE: For HO. O ga. Lionel FM DL&W Switcher, Lackawanna GP-7, 5 RDC. Pennsy GG1, Pennsy turbine SF A&B, 2 coaches, obs. (stainless steel) 6 Pulls. Track, trans, switches, etc. Write for list. R. G. Hartwick, 25 Second St., Haverstraw, N.Y. (Please give the other guy a break! Keep em short. Ed.)

FOR SALE: AF trains, S g. equip. 3 complete train sets, Santa Fe Diesel, Hudson 4-6-4 steam, Alco type diesel switcher. Extra track, sws, access., trans. Original cost $338.45 sell $200. Or sell as three individual sets. Stan Scislowsky, Middleburg, N.Y.

TRADE: McCoy 29 for Little Six; Lionel 4-8-4 milk car, caboose, trans., trk. For HO 2 trk. Shay. Stamp for list. Marty Haske, 407 N. Midler Ave., East Syracuse 6, N.Y.

FOR SALE: Marx-9 scale, 20 toy frt., 999 loco, access. AF 3-rail Royal Blue Train, 7 early 1930 frt. and pass. cars. Misc., complete 4½x6 027 layout, Dorfan caboose. Want 0-6-0 Lionel switcher. Terry F. Warner, 22 Gillen Terrace, Gloversville, N.Y.

WANTED: Old toy trains and trolley cars (any make or condition), old catalogs in Ives, Lionel and AF, Toy Trains and Model Builder mags. State wants and what you have. John G. Brophy, 33 Washington Ave., Kingston, N. Y.

WANTED: Lionel "Hiawatha," under $50. Shell must be somewhat good, other parts don't matter. Will rebuild for scale "A." Also info., pictures, etc., about the Columbia type loco. John Sheridan, RFD 1, Mechanicville, N.Y. (Plans of the engine appeared in RMC Oct. '57, appear to have stirred up interest. HO model is also available. Ed.)

T/S: O ga. camelback goat, tender. Brass, detailed, KD No. 2 motor. Want PFM loco or $45. Felix Gotthelf, 101 Ellwood Ave., Mt. Vernon, N.Y.

FOR SALE: 6 pr. Lionel RD 027 non-derailing sws. $9 pr. Used but perfect Lionel and Marx trk., curved or straight, 10c a sec. H. P. Wyrauch, 914 Vanderbilt Ave., Niagara Falls, N.Y.

TRADE: 3 Walthers pug pass. car kits for English 0-4-0. Lionel cars, UCS 6019, crossings. Trade for HO diesels, pass. cars or sell. Russ Christensen, 157 Manor Pkwy., Rochester 20, N.Y.

MARX WANTED: Collector will pay $5 each for 3/16″ O gauge cars, also 7½″ 4 or 8 wheeled cars. N. E. Brown, 414 Central Ave., Rochester 5, N.Y. (Your 80 word ad had to be chopped. Next time please keep it short. Ed.)

FOR SALE: Atlas switch machines, Hobbytown E-7, International P5A, 01A, BB-1 South Shore, electric loco's, Walthers Pug kits, others, free list. Want English 0-4-0, Mantua diesels, Herkimer cars. Ed Goodman, 415 Lyceum St., Rochester 9, N.Y.

FOR SALE: 2 complete Marx trans., 027 ga. pass. and frt. Jack Reid, 251 Broad St., Tonawanda, N.Y.

FOR SALE: O ga. scale GM F-7 A unit casting set. Cast brass $15 ea. Stamp for details. Richard J. Ryan, 344 Forbes Ave., Tonawanda, N.Y.

FOR SALE: 027 Lionel equip., cars, Budd RDC-1, switches, trackage. Send stamp for list. Key Martin, 274 Hawthorne Ave., Yonkers, N.Y.

T/S: HO equip.—cars, locos, trk. and magazines. For HiFi. Send for list, Dickey Taylor, 1509 Evergreen Ave., Goldsboro, N.C.

FOR SALE: 2 Roundhouse Yardhogs, Mantua Goat, Gilbert Hudson, other HO items. Send for list. Leslie Gray Tuttle, Box 98, Rural Hall, N.C.

FOR SALE: Lionel 027 No. 621 switcher with horn, $17 excel. Billy Taylor, 908 Trade St., Tarboro, N.C.

FOR SALE: HO locos, custom built and kits. Steam and diesels. Stamp for list. E. E. Russell, 1221 So. 13½ St., Fargo, N.D.

FOR SALE: Or trade O ga. Pearce Tool 0-8-0, excel., for A-N Pacific kit. Al Sadowski, 4698 McGregor Ave., Cleveland 5, Ohio.

FOR SALE: Collection employee, public timetables, misc. railroadiana, every country of world prior 1936. Large stamped envelope for price list. Arthur Weiland, 15016 Schuyler Ave., Cleveland 11, Ohio.

WANTED: AF S ga. locos, auto sws. & trk. State cond. and price, Brett Barber, 335 Maplewood Ave., Columbus 13, Ohio.

FOR SALE: Lionel No. 2025 Penn 2-6-4 and No. 1033 trans. Send for list. Charlie Kelso, Jr., 401 N. Pecan, Angleton, Texas.

FOR SALE: Built up HO pass. and frt. cars complete with Kadee cplrs. & trucks. Send stamped envelope for list and prices. A. W. Weiland, 7473 Columbia Rd., Olmsted Falls, Ohio.

WANTED S ga. frt. locos with tinplate wheels and other good S ga. scale and semi-scale items. J. A. Damon, Box 774, Alliance, Ohio.

FOR SALE: 3 trains: AF, 2 steam engines, diesel, roundhouse, 3 auto 4 man sws., straight and curved trk. Excel cond. Tom Klosterman, 124 Fernwood Ave., Barberton, Ohio.

FOR SALE: OO ga. loco, pass. & frt. cars, etc. Built up kits. TOY TRAINS, RAILROAD MODEL CRAFTSMAN, Railroad Magazine, Model Railroader, Trains—back issues. Send stamp for list. Mrs. C. Ferris, 333 Union Place, Akron 4, Ohio.

SWAP: HO equip. for guns. Want Lugers, Colt 45 autos, P38s and military rifles. Also Shell loading equip. William Shlapack, 2241 E. 35th St., Lorain, Ohio.

T/S: Mantua Sharknose A unit $12. Or trade for Mantua car kits. J. Martens, 2105 Sussex Rd., Allentown, Pa.

TRADE: U. S. mint stamps. Singles, plate blocks, first day covers. Some matched plate numbers. Collections quite complete up to 1952. Want HO equip., car, locos, etc. LeRoy W. Seibert, 1243 S. Jefferson St., Allentown, Pa.

SALE: Or trade for O ga. clockwork items. Have equip. in several gauges, also early mags. My list in exchange for yours. A. L. Bleecker, 701 Pennstone Rd., Bryn Mawr, Pa.

S/T: 10 pr. O ga. scale trucks, 3 rail. Want HO trucks or equip. E. M. Cummings, 1214 Race St., Connelsville, Pa.

S/T: Lindsay Alco A&B, A powered, only test run. Cost $43 sell $25 or trade for HO cars, locos, Louis Charlier, 132 Ridgeway Ave., Norwood, Pa.

Wanted: Kasiner O ga 80′ kits or built, fluted observ. & coaches. Std. ga. sets and pass. cars, No. 840 Power House, No. 300 Bridge. Have 1939 to date Lionel cats. and late Lionel items and parts. J. Rudley, 711 No. 6th St., Philadelphia 23, Pa.

SWAP: Comic books, worth $16. Exchange for Lionel O ga. worth $5 to $10. William Nixon, 7215 Baker St., Pittsburgh 6, Pa.

SELL: Std. ga. Lionel loco 390E, gondola, searchlight, wrecking, pullman, obs., mail, flat, dump, "California," "New York" pass. cars, tracks, stations, bridge, lights, figures. William C. Bennett, 1121 Fern Hill Rd., West Chester, Pa.

FOR SALE: Collection of 287 locos and 308 cars. Send your wants. If can supply will answer within ten days. Also have back numbers of RAILROAD MODEL CRAFTSMAN and Model Railroader. Bernard G. Davis, 2090 Lye Cr. Rd., Williamsport, Pa.

TRADE: Back issues of Trains, RAILROAD MODEL CRAFTSMAN, Model Railroader, TOY TRAINS, Electric Trains, Railroad Magazine, Model Trains, Model Builders. For O ga. equip. Wm. L. Seigford, 347 N. 2nd St., Wormleysburg, Pa.

FOR SALE: OO and S ga. locos, frt. and pass. cars; scale and tinplate. Stamp for list. S. W. Shanko, 1032 Cheraw, Florence, S.C.

FOR SALE: Marklin HO equipment—locos, cars, trk., access. List on request. Wesley H. Butler, 2502 Galewood Ave., Rogers Park, Anchorage, Alaska.

SELL OR TRADE: New Lionel locos, pass. & frt. cars, access. AF S ga. steam locos, cars. Lionel cats. 1932-56. Want AF cats. 1930-48, Ives 1134 loco, AF Pres. Special. Don Robbins, 801 Circle Dr., Bellaire, Texas.

WANTED: 4 pr. Lionel 027 non-derailing sws. in good cond. at fair price. State description in detail and prices including shipping cost. Glenn Scheiderer, 256 West 3rd St., Marysville, Ohio.

FOR SALE: AF Std. ga, 1926 model Pres. Special pass. train No. 4039 loco, 3 pass. cars in good running cond. Also some Ives O ga. frt. cars. Make offer. Hugo Lackman, PO Box 746, Greggton, Texas.

FOR SALE: AF S ga. Hudson 4-6-4 engine, Penn 4-6-2 engine, and trestle bridge—all for $50. Hudson engine 1956 model. Sell separately. Send price if separate. Louis Krizah, Rt. 3, Box 61, Weimar, Texas.

FOR SALE: Lionel trains—4 locos, 18 frt. cars, 6 pass. cars, 148 sec. O ga. trk., 8 sws., and access. $175. Donn Brechenser, 6127 18th Rd. N., Arlington 5, Va.

SWAP: A-B Mantua Sharknose diesels—powered, 2 Varney Docksides, F3 3 Dummy F diesels. Want Tenshodo Prairie, F9 diesel (A&B), NYC Hudson, shay, 1000 HP switcher. Geo L. Quinn, 41 Burtis St., Cradock, Portsmouth, Va. (Wow, that was a long one! Had to cut it short. Please, maximum 40 words. Ed.)

FOR SALE: Lionel O SF powered "A," dummy "A," 250 W trans. (type Z), 3 rc. sws., frt. cars, track & access. Excel. $80 or best over. Write for complete list. Richard Johnston, 2741 Westhampton, Roanoke, Va.

TRADE OR SELL: HO ACI SP 4-8-8-2 and tender, test run only. Want $50 or trade for SP Daylight 4-8-4 class GS-12. J. L. Aherne, 218 Warren St., Norfolk 5, Va.

FOR SALE: Excess Lionel O ga. equip. 700 EW Hudson, frt. cars, 0-6-0 switcher. Hiawatha, Union Pacific pass., Yankee Flyer, Scale 3-rail trk. R. L. Martin, DDS, 321 24th St., Virginia Beach, Va.

FOR SALE: Lionel O27—2 loco, 2 Ten., many cars and operating access. Also have Lionel Zephyr loco in per. cond. (trucks are bad). Three pass. cars (fair trucks). David Calkins, 420 Oak Lane, Houston, Texas.

FOR SALE: HO loco, cars, trk., roadbed, rail, power pack, tools, magazines, books, catalogs, etc. Send self-addressed stamped envelope for list. D. H. Stanley, Route 4, Box 363, Vienna, Va.

FOR SALE: Pr. 022 Lionel remote control switches. Jay Waller, 6236 Waggoner Dr., Dallas, Texas.

FOR SALE: 6 HO locos, 15 frts., 12 pass., trk., access. List free on request. D. R. Westendorf, 8920 Semmes Ave., Norfolk 3, Va.

WANTED: Trade OO loco parts or pay cash for Scalecraft OO Vanderbilt tender, Nason Consolidation tender & unknown make Pennsy M-1a Bronze French Sand Cast Boiler. O. A. Parris, 1019 13th St., Bremerton, Wash.

TRADE OR SELL: Varney F3 A unit Brute w/ 8 wh. dr. with Dummy B & A units. $24 or swap for good Mantua Mike or Pacific or 2 Roundhouse 0-6-0s. J. M. Bickel, Reeseville, Wisc.

TRADE: Album stamps and album—over 400 US. Want HO equip. of loco. Tommy Klasen, Rt. 1, Green Bay, Wisc.

WANTED: Good snaps, photos, slides, etc., of C&NW Class R-1 4-6-0 10 wheeler, especially close-up detail shots. Also any technical info. Bill Nedden, 2137 N. 41st St., Milwaukee 8, Wisc.

T/S: HO locos and misc. Want HO steam locos or sell reasonably. Free list. Harlan Lane, Rt. 7, Gravely Rd., Kingsport, Tenn.

WANTED: Lionel No. 313 Bascule Bridge, No. 97 coal elevator, No. 2600 series 6 whl. Pullman. Any cond. Complete set Toy Trains Mags. Windsor, Ontario or Detroit, Mich. area—write. E. Rizzi, 550 Alexandrine St., Windsor, Ontario.

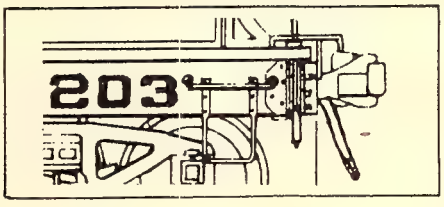
WANTED 1879 Car Builders Iron Horses. State price and condition. Ed LaFramoise, 495 Tecumseh Rd. W., Windsor, Ontario.

FOR SALE: 17 issues RAILROAD MODEL CRAFTSMAN, Oct. '54 to Jan. '56 & Dec. '56, 18 issues Model Railroader, between Dec. '54 to Oct. '56. Frank Ellison on Model Railroading. $7.50 PP. H. W. Silverstone, 838 Pratt Ave., Outremont P. Q., Canada.

T/S: OO ga. equip., used. Cash or HO equip. Write for list. Rolf Grunsky, 53 Charleswood Dr., Downsview, Ontario.

TROUBLE SHOOTING

COUPLERS



Prototype

Q. What kind of couplers do real American railroads use?

A. The big roads throughout North America all use a knuckle type coupler known generally by model builders as the A.A.R. design, which is based on the original Janney coupler. It's been standard for over fifty years.

O Gauge Couplers

Q. What kind of coupler is generally used in O gauge scale?

A. Most O gaugers use a metal or plastic dummy version of the AAR coupler, which requires lifting one coupler (and car) into the next coupler. In addition, usually on their better equipment, O gaugers also use a working knuckle coupler which closes when it hits another working knuckle coupler.

O Gauge Auto-Couplers

Q. Are there automatic scale O gauge couplers?

A. Aside from the knuckle couplers used on toy train equipment, there are no other scale automatic couplers. Some modelers do use an automatic coupler made by Wm. K. Walthers, Inc.

HO Couplers

Q. What kind of couplers are generally used for HO gauge trains.

A. The following all have some degree of popularity. No attempt has been made to list them according to general popularity:

A — Kadee knuckle type coupler
B — Mantua auto-coupler
C — NMRA X-2f Auto-Coupler
D — Marco Knuckle Type Coupler
E — Japanese Hook Type Auto Coupler
F — AAR Working Knuckle Coupler
G — AAR Dummy Coupler

HO Coupler Fuss?

Q. What is the big fuss all about with HO couplers?

A. None of the above mentioned coupler types will couple with each other, with the exception that sometimes different makes of AAR couplers can be forced together.

Which HO Coupler Is Best?

Q. Which coupler would you recommend for HO use?

A. All of them are good and all have certain features which make them have elements of superiority over other couplers. Points to consider in choosing the one best coupler for you include:

A — Fidelity to prototype
B — General appearance
C — Cost
D — Ease of installation
E — Ease of replacement
F — Availability
G — Electrical conductivity
H — Amount of maintenance necessary to assure continued good operation
I — Type of ramp required and desirability thereof
J — What your local friends with whom you will interchange equipment are using
K — How well the coupler can be expected to operate on your own layout under conditions imposed by you.

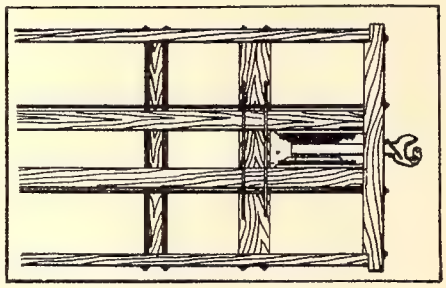
Replacing Couplers

Q. The couplers for the Schmalz brand cars are in my opinion, stinkers. Can I replace them with something better, like Brand X?

A. Yes. Virtually all cars and locomotives today can have couplers replaced with those of another type, as follows:

A — Replace with a coupler of another type having the same shank
B — Replace with the coupler pocket required by your preferred coupler
C — Replace by removing old coupler and substituting truck-mounted couplers having your preferred coupler (these trucks were once called Talgo Trucks by some manufacturers but had to give up the term because of copyright infringements. Some modelers still use the term — illegally!)

RMC has from time to time given instructions on installing most type couplers on many types of cars.



HO Dummy Couplers

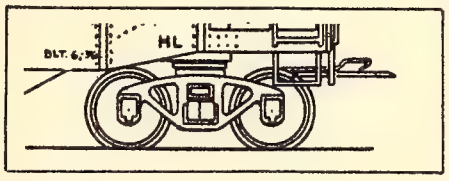
Q. What advantages do HO dummy couplers have?

A. Briefly, they look most like their prototype counterpart and are the same today as they were 20 years ago. They are available in plastic or metal, are cheap, and fit any standard coupler pocket. However, the modeler must sacrifice automatic operation.

HO Automatic Knuckle Couplers

Q. What are the advantages of HO working knuckle couplers?

A. They couple with most of the dummy type AAR couplers (sometimes with a little filing) and are closest in fidelity to the big couplers. They can be made to operate automatically to some extent and are at their best when used on models for exhibition and display.



Mantua Couplers

Q. What advantages have the Mantua Coupler?

A. Mantua's coupler has been in manufacture longer than any other and consequently has developed an army of supporters. Using a loop and hook principle, it requires little care once adjusted as to height, and is readily obtainable at most hobby stores. It uses a drop ramp and attains near 90% effectiveness in operation, as good as can be obtained with any coupler. It couples quite closely and has plenty of horizontal tolerance in coupling. Now available mounted on trucks and reports are that it will soon be available to fit any coupler pocket. A hobbyist's coupler.

Kadee Couplers

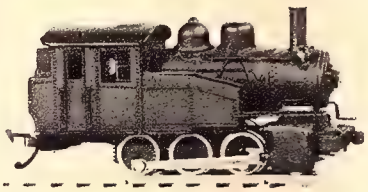
Q. What advantages have the Kadee Coupler?

A. The Kadee coupler has now been around for some years and has undergone constant improvement. It is closest in design to the AAR coupler of all automatics (but will not work with AAR couplers). It has good vertical tolerances and satisfactory horizontal play. Availability is good and price average. The coupler is available with several shanks to fit various make cars. Properly adjusted, it also comes close to the 90% availability mark. A hobbyist's coupler.

NMRA Couplers

Q. What advantages have the NMRA Couplers?

A. The NMRA coupler is now standard equipment on all of the HO train set equipment sold ready to run, and also comes packed with certain kits. Appearance-wise, it resembles nothing, but since it isn't too big, has few if any moving parts, and is cheap to manufacture; it has gained support



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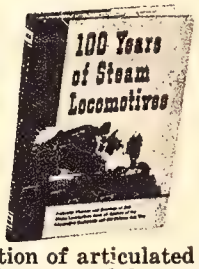
100 Years of Steam Locomotives



Compiled and edited by Walter A. Lucas

EXAMINE 10 DAYS FREE

One Hundred Years of Steam Locomotives provides the railroad hobbyist with authentic lore out of the past, not to be gained from any other single source. Most of the specimens, indeed, are not to be found except in their old, very scarce cyclopedia origins. Lavishly accompanied by photographs, the plans found in this book are designed so that the model builder can construct his own scale models from the full and complete information given, whether his interest lies in the *Thomas Rogers* of 1856, the Union Pacific behemoth *Big Boy* of the recent 40's, whether in the choicest models of the most typical of wheel arrangements or in the experimental models of rare types of wheel arrangements.

In addition to the passenger and freight locomotives, a selection of 24 switchers is presented, along with a representative selection of articulated locomotives. Two Shay-geared locomotives will be of interest to many. Also included are a number of typical locomotive tenders and cabs.

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especially in the HO tinplate field. When all original specifications are met, it operates well. Unfortunately, variations in manufacture may cause some differences in operating perfection (a fault which is not basically the fault of the coupler). The NMRA design is available in plastic and several types of metal. Several styles of drop and Snap-Track ramps are also available. The coupler in its ideal form gathers well and can also approach the 90% perfection peak in operation. The NMRA coupler is available to fit virtually any coupler pocket.

Other Couplers?

Q. Are there any other couplers available?

A. Yes. The following couplers can still be found (those marked with an * are known not to be in manufacture at this time but may be available in some stores):

A — Ideal*
B — Megow*
C — Marco (new design, just coming into distribution)
D — K&W*
E — Walthers
F — Baker*
G — Varney*
H — Various European (Fleischmann, Marklin, etc.)
I — Traction type couplers for trolley and subway fans
J — Link & Pin type couplers for old time railroading.

Sharp Curves

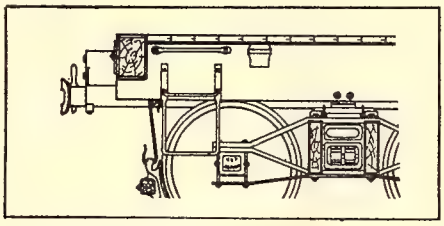
Q. Will cars couple on very sharp curves?

A. Some makes operate better on sharp curves than others, while others have better results where there are grades. Vertical and horizontal tolerances are very important factors in extreme cases.

Traction Couplers

Q. Are there special trolley type couplers?

A. Yes. Many interurban, elevated, and subway lines use special tight lock couplers. The Tomlinson coupler is available in HO. Some electric lines do use regular AAR couplers. Unless absolute faithfulness to the prototype is desired, automatic HO couplers might be preferred for their greater operational value.



Old Time Couplers

Q. Are there old time couplers available?

A. Yes. Link and pin couplers are available in HO and O, and can also be used for other gauges including narrow gauge. Again, unless absolute fidelity to the prototype is demanded, automatic couplers might be preferred for their greater operational value.

Ramps

Q. Where are ramp placed?

A. Wherever you might want to uncouple cars. This will vary with the specific coupler desired since some couplers can release their cars, after they have passed over the ramp, some distance away.

Are Auto Couplers Worth The Trouble?

Q. Are automatic couplers worth the added bother to install, rather than using the more scale appearing knuckle coupler?

A. Most HO fans say yes, since cars can then be dropped off anywhere on the layout. Most O gauge fans prefer the dummy couplers since the larger cars lend themselves more readily to hand uncoupling than do the smaller HO cars. The fact that HO couplers are not prototypical in appearance does not detract from the appearance of the equipment since the couplers are quite small and do not show up readily in actual operation.

Further Questions

Readers having further, more advanced questions on Troubleshooting Couplers are requested to write Troubleshooting, c/o Railroad Model Craftsman. Please enclose a 2c self addressed postcard.

TEST TRACK

HO-O People
Model Railroad Figures
531 Elkins Avenue
Elkins Park 17, Pa.

A new low priced line of all metal hand painted figures for both HO and O gauge, individually packaged in clear acetate "bathtubs," has been released by Model Railroad Figures. Cast in lead alloy, the figures are free of flash and are ready for installation at any desired point on the layout. Each figure is painted in as many as eight different flat (Floquil) colors.

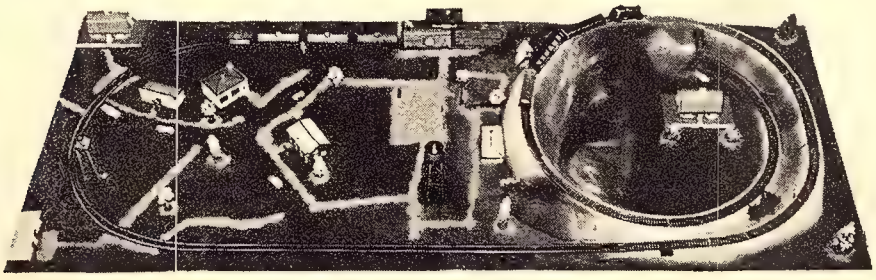
The manufacturer's list (available for a stamped addressed envelope) gives the complete line, too numerous for mention here. Figures run the gamut from walking pedestrians to railroad men in varied poses, for hanging on ladders or installing in cab windows.

In their price range, these figures impressed us as being a good buy. HO prices average 30-50c, O gauge prices 35c and up.

Train Layout Bases
High Point Corporation
PO Box 14
Hazleton, Pa.

Four ready to use model railroad layouts are now offered by High Point for sectional track users in any gauge.

HOers have a choice of the Economy LO-10 layout at $9.95 which measures 52" x 38" or the HO-20 layout measuring 38" x 90". S, O-27, and O gauge users of any manufacture have the economy LO-20 or the regular LO-30 layouts, both of which measure 4' x 6' at $19.95 and $29.95 respectively.



All layouts feature an under and over mountain line engineered so as over which any ready to run trains, HO, S, or O, will operate. The layouts are made of polystrene molded to interesting and natural contours, on a permanent hardboard base. Flat areas are coated with grassy looking green flocking. Detail molded into the layout includes tunnel portals, mountain, and lake. Trees, houses, additional track are easily set into place.

For anyone who can't afford the luxury of a permanent layout or who hasn't the time to build his own, these new molded baseboards seem to offer a practical solution to get into active operation immediately. And these layouts certainly look much better than the traditional train set under the tree, and lack the hazards of such operation. These layouts can also be used as the starting point for larger build 'em yourself layouts. We wish these had been available when we started in the hobby.

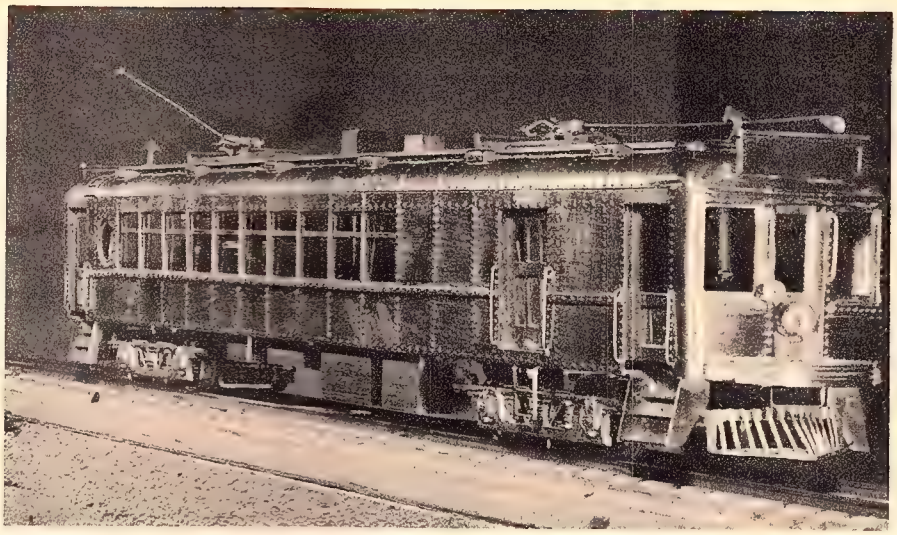
P. E. Combine, HO
E. Suydam & Co., Importer
Box 55, Duarte, Calif.

HO trolley fans are at last getting some attention. Suydam is now importing a series of West Coast interurbans and we had the good fortune of inspecting three of these. Since basic construction is the same in all, we'll concentrate our attention on the Pacific Electric combination.

The cars are completely assembled and available either with or without power. Our samples all had motor units included. Construction is of heavy gauge brass including rivet detail. Rivets are just large enough to look good and they stand out sharply. Stamped brass is used throughout except for small detail parts which are of turned or milled brass. Even the battery boxes underneath are solid blocks of brass rather than built up boxes of sheet brass. Heavy acetate is used for the windows and the toilet window is white with gold decorations. Headlights are non-working, but have lenses and require merely the installation of bulbs inside the car. Trolley poles are working with some of the cars being equipped with pantographs, depending on prototype.

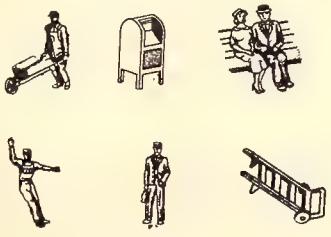
The motor is mounted inside the car and transmits power to one truck through a metal spring drive. The power truck in turn transits its power to the two axles through two worm and gear arrangements. Brass is used throughout. Side frame detail in the trucks is good. Dummy AAR couplers are also furnished but are not mounted. Decals are also included for Pacific Electric.

Although these cars are typically Pacific Electric, they are well worth a place in any collection, or on any trolley line.

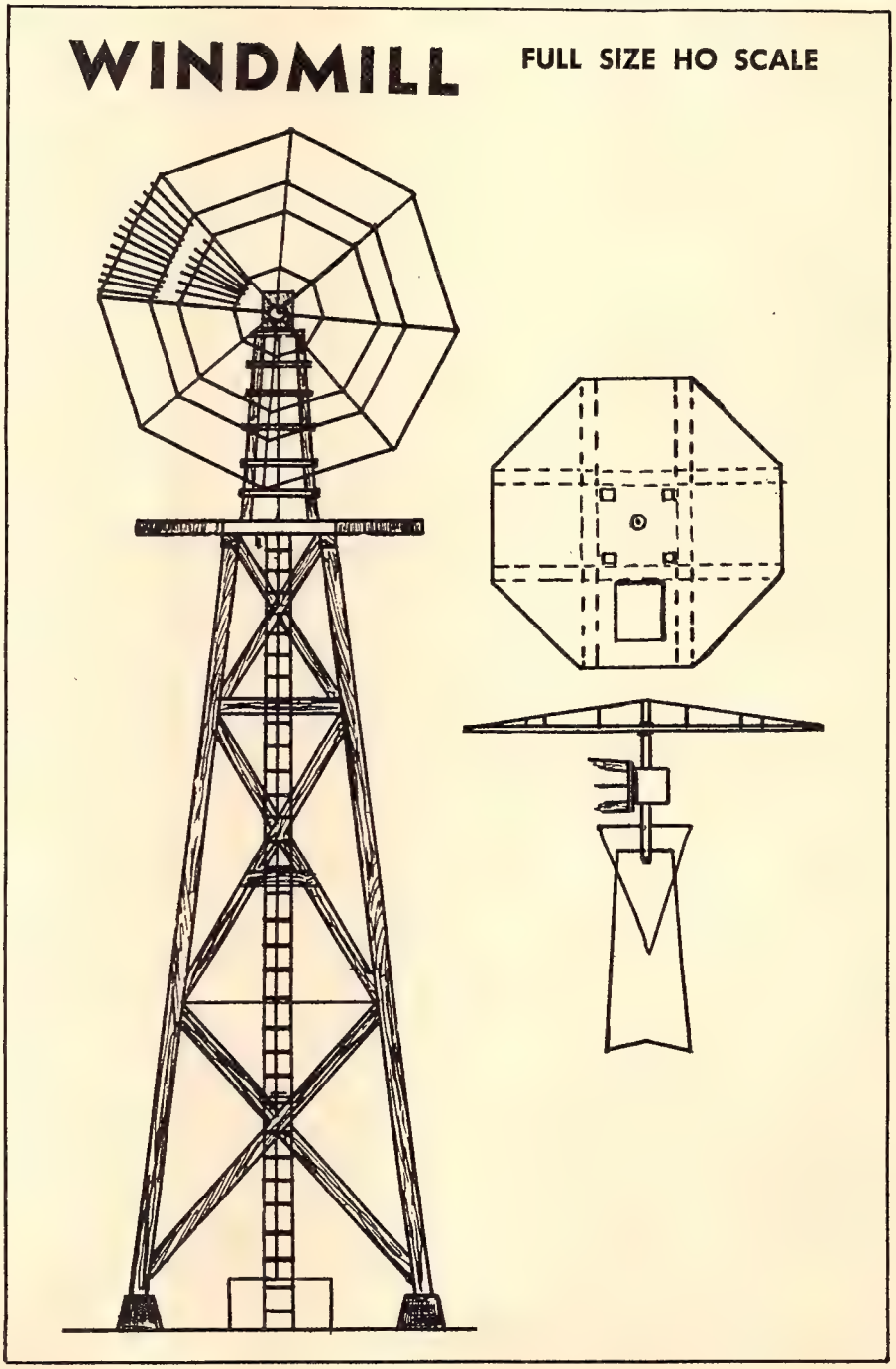


New Catalogs

WAGNER CAR COMPANY. 59 Euclid Ave., Cincinatti 15, Ohio. O Gauge trolley trucks 1957-58. 8½ x 11, loose leaf style. Data on all Wagner power trucks for trolleys, electric locomotives, and even diesels and other self propelled cars. Complete data on all available power trucks with wheels from 18" to 36". Sideframes of eight manufacturers are included. 65c.



MANUFACTURERS: Items for impartial review in this column are welcome. Test Track also reviews items confidentially prior to release for those manufacturers so interested. Test Track, Railroad Model Craftsman, Ramsey, N. J.

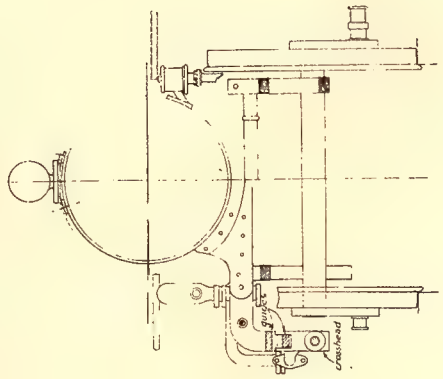


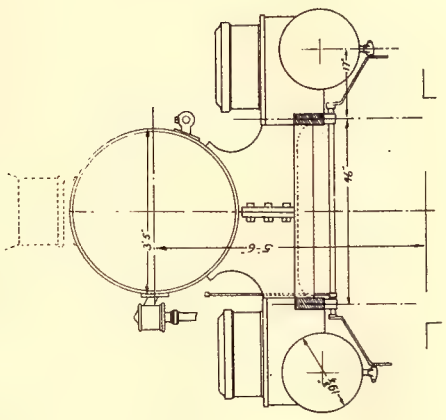
VIRGINIA AND TRUCKEE RAILROAD
Locomotive No. 21—J. W. Bowker

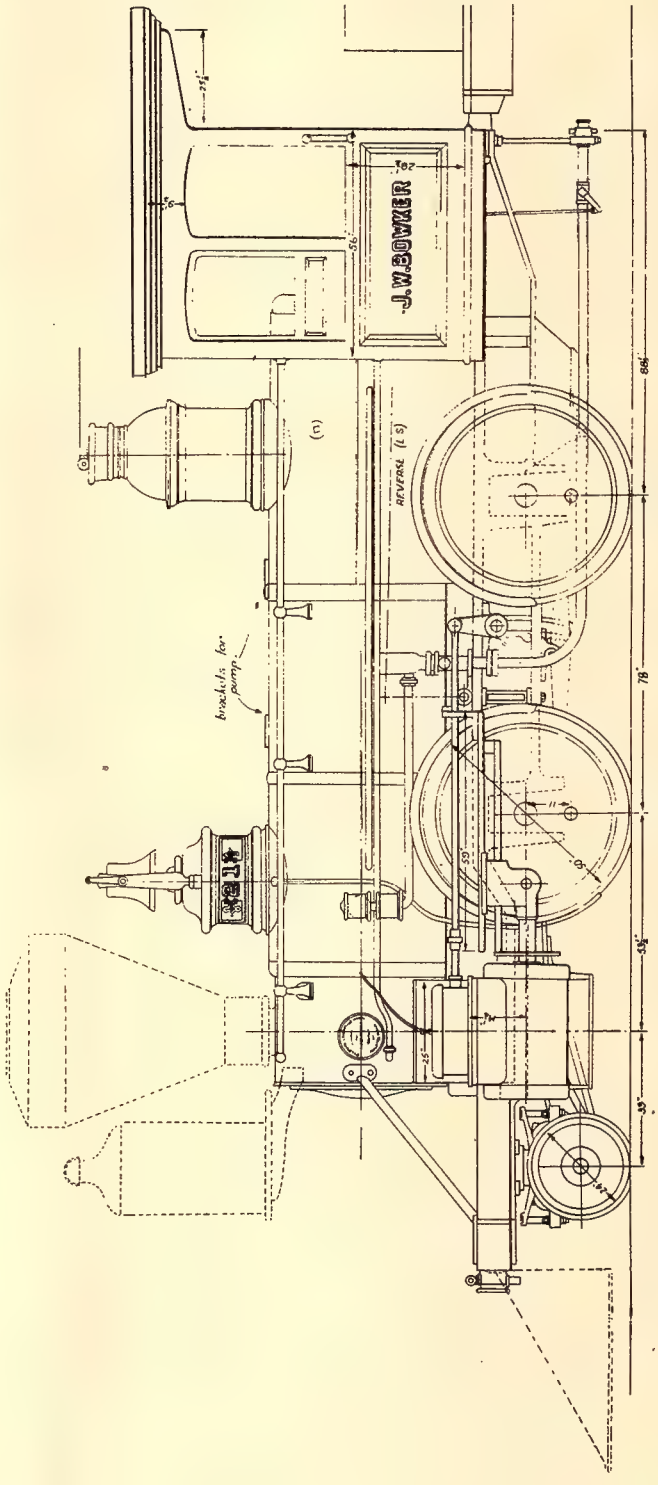
Baldwin Locomotive Works 1875

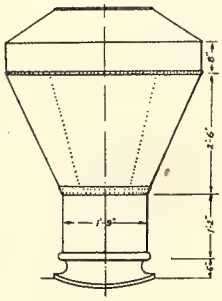
Cylinders, 14" by 23" Weight, 24 tons

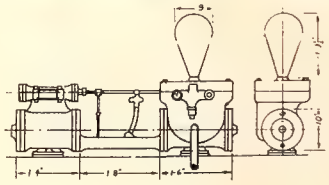
The engine is painted bright red with gold stripes and lettering. Each side of the headlight is decorated with an oil painting. In the motion picture, "Union Pacific", The Bowker plays the part of the General McPherson.

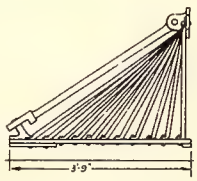


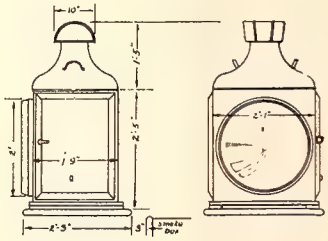


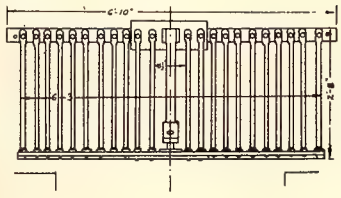


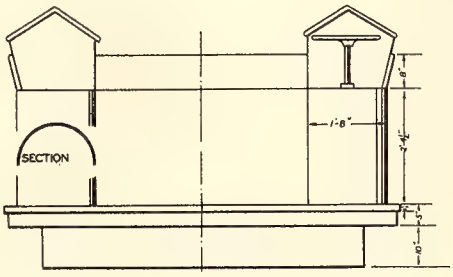








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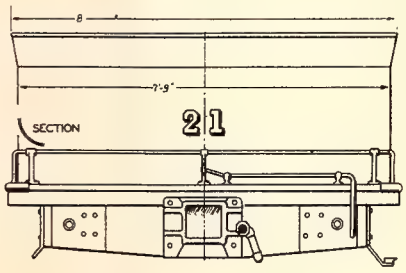
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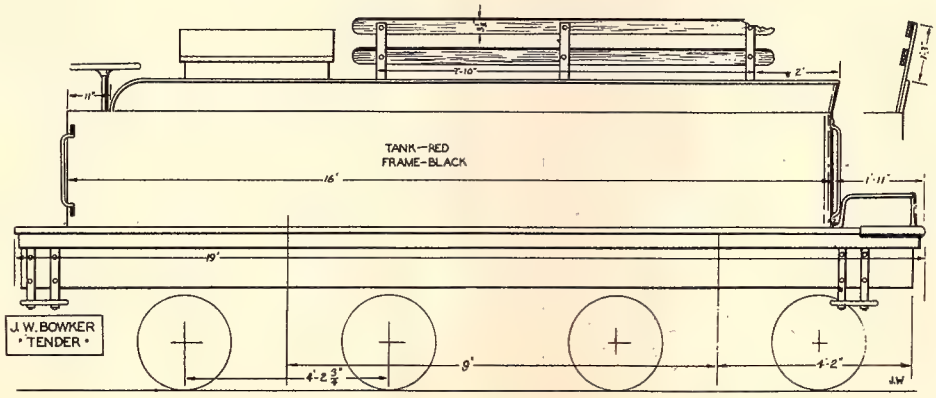
TANK—RED
FRAME—BLACK
J.W. BOWKER
"TENDER"

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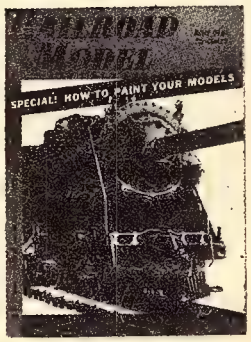

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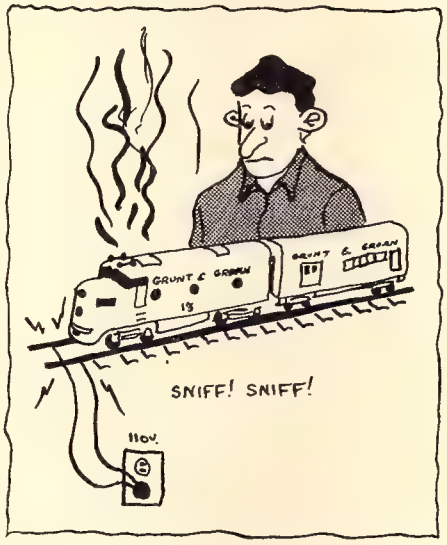
INSTALL A POWER AND DISTRIBUTION BOARD

by John Dorsam

IN even a moderate size layout one soon accumulates a variety of transformers, rectifiers and associated equipment. Also, it goes without saying, that a well designed pike has quite a few terminal strips or bending posts. Ultimately a relay or two or more will be added. All of this must be mounted somewhere, and it generally winds up on the nearest leg or legs and they can get pretty crowded.

At G.A.T.S.M.E. we have solved this problem nicely by mounting a piece of ⅝" plywood (⅝" because it is all that was available). About 30" x 68" between two legs of the framework. All the way across the top are mounted the terminal strips. If you are going to buy the strips, try to get the ones that have a ½" divider strip. If you are going to make them, just shoot a series of 3/16" holes on ¾" centers. Insert 8-32 x 1¼" brass machine screws in the holes. (To determine the number of posts that you will need . . . 1 for each block feeder, 1 for each block indicator, 1 for each single coil switch machine, 2 for each twin coil machine, 2 for each propulsion power pack, 1 for relay power, 1 for pilot light power and 1 for each switch machine transformer.) Several posts should be reserved for common power return because a lot of connections go to these. Across the bottom reserve space for all the rectifiers that you ever plan to use. Rectifiers are mounted on the bottom because this is the coolest place. Heat from transformers should never flow over the rectifiers. In the center you can mount any other transformers or anything else you wish. We have a small terminal strip in the center. This handles power sources only.

The 110 volt supply for this board can be mounted on either the front or rear of the board. We used the rear of the board for two reasons.



First of all, the 110 volt supply for the entire layout runs through "panic switches." One of these switches is mounted at each cab and one on the board itself. This means that in the event of an impending "head on" or "rear end," one does not have to fumble through a maze of toggle switches to cut off the power. All one does is to flip the "panic switch" and the whole railroad stops dead. When, somehow or other, two or more cabs are feeding the same block it seems to be the ONLY thing that really works in a hurry. The switch on the board itself is used mostly when one is working on the board. We use amber truck clearance lights for "power ON" indicators. These lights are fed from our 12 volt switch machine transformer. We used low voltage indicators because they could be fed with lamp cord. If you use 110v indicators, they must be installed in accordance with the National Electric Code. This will cost a lot more and the result will be the same. Incidentally, whenever space or appearance is not vital, use series type Xmas tree lamps. They work well on as much as 16v and cost the least. Next in price come the new 12-16v auto lamps, which also work quite well.

The second reason is to eliminate 110v wiring in close proximity to low voltage wiring. You will find that very little work is done on the 110v side so you might just as well get them out of the way once and for all. Of course you will have to run the cords through insulated sleeves as they go through the wood. Make the cords just long enough to plug in with a little slack.

The receptacle on the front of the board feeds the 15W fluorescent tube that illuminates the board and for a soldering iron or electric drill. While you can use both sides of the board for terminals and equipment we found that it means a lot of running around from back to front. Ultimately doors will be put on. These will normally be kept closed.

If you should decide to build one of these panels, locate it so that you can work on it while sitting comfortably on a low stool or box but not so that someone else has to climb over or around you all of the time.

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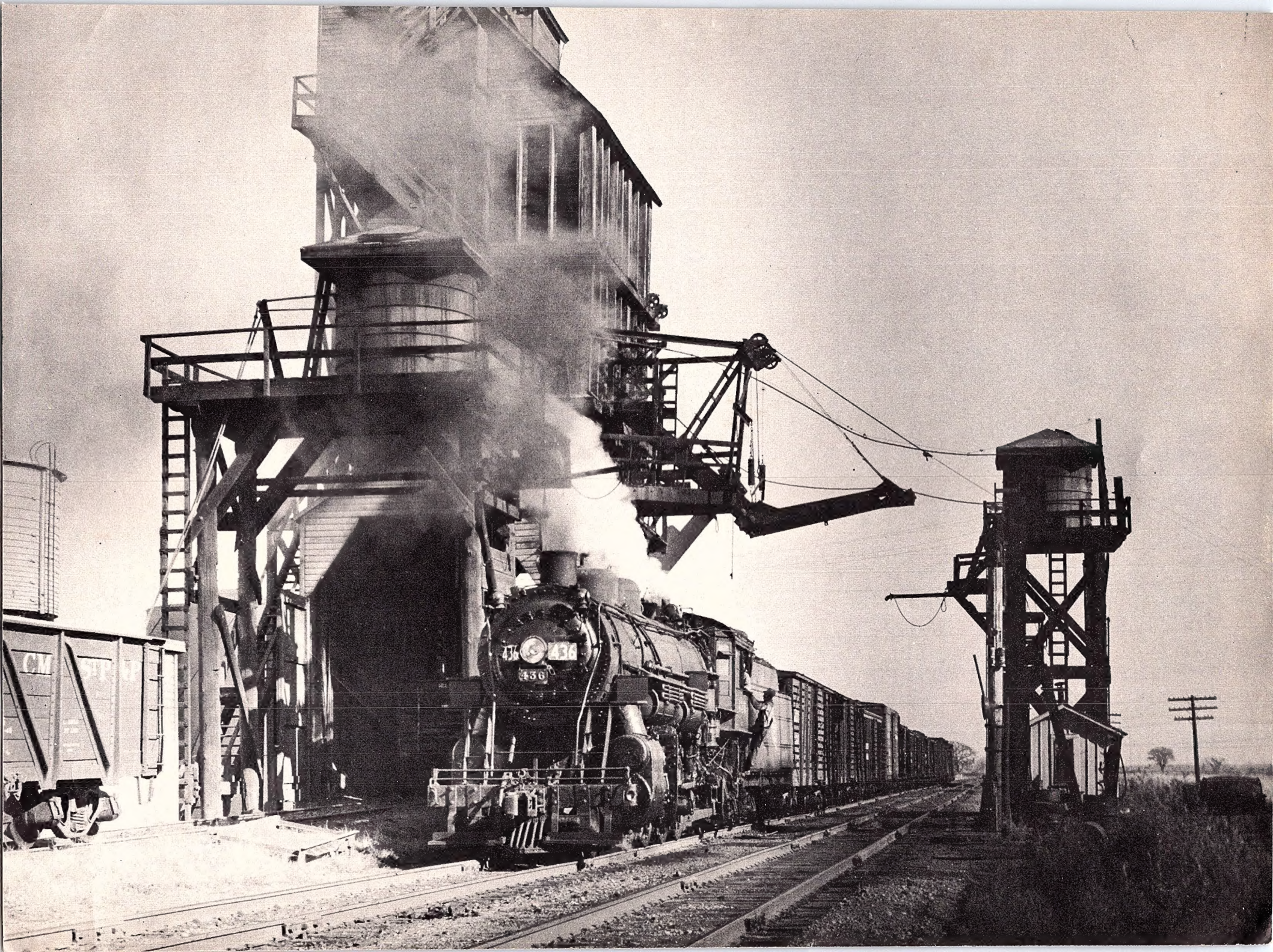
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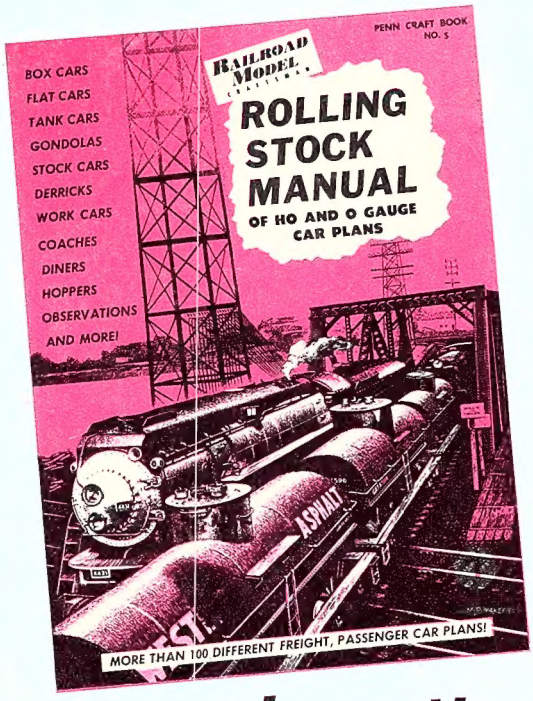

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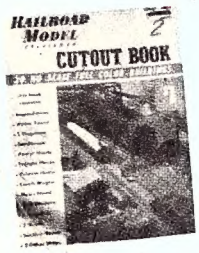

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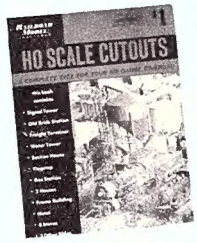

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